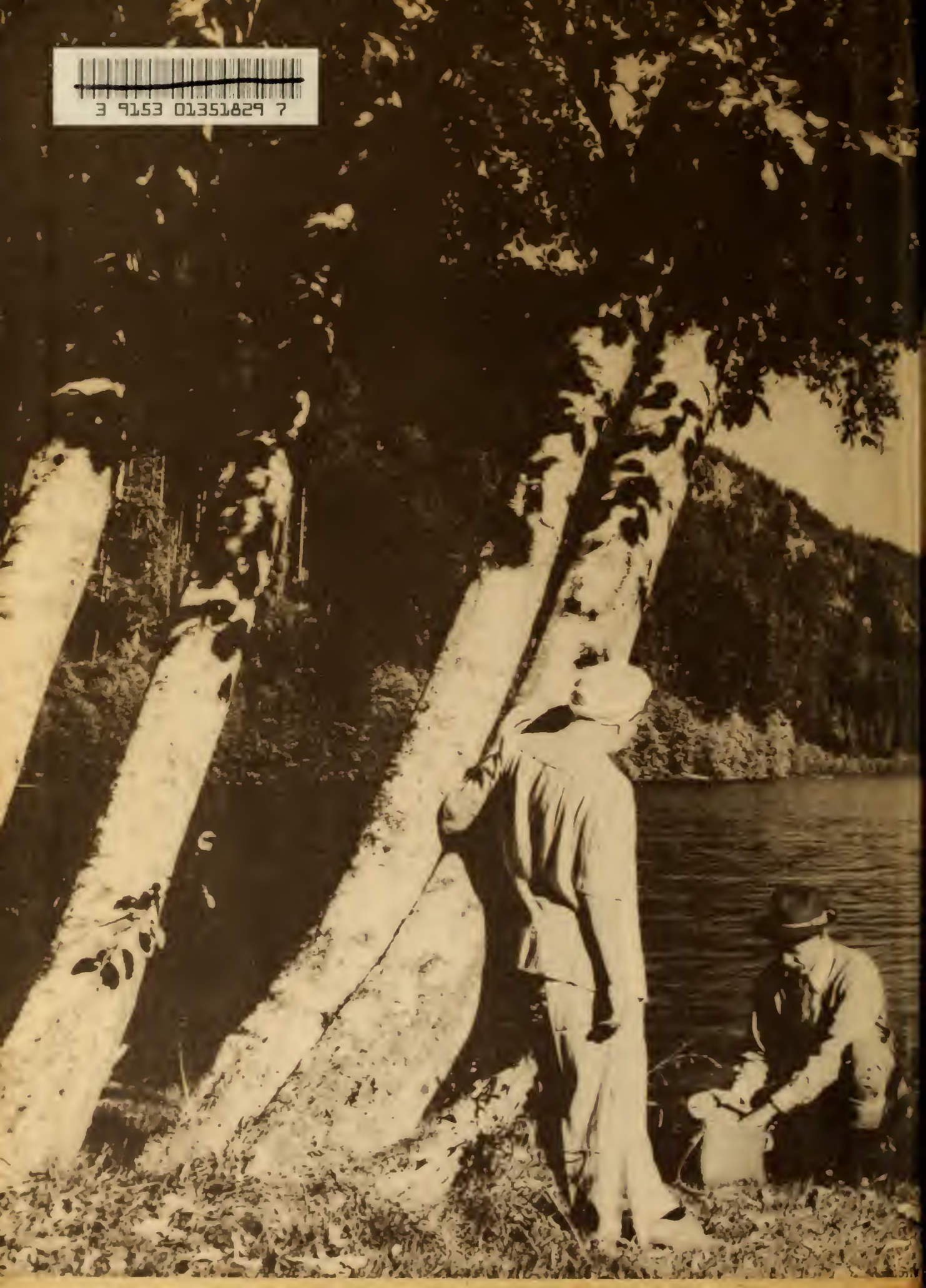
WESTWARD HOW



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Westward How

through the Scenic West

HOW, WHERE and WHEN TO GO
WHAT TO SEE
AND HOW TO SHOOT IT

FRED BOND
Traveler-Photographer
Author "Kodachrome & Kodacolor from All Angles"

All Illustrations by the Author
except where otherwise designated

CAMERA CRAFT PUBLISHING COMPANY
SAN FRANCISCO, CALIFORNIA U. S. A.

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Camera Craft Publishing Company

San Francisco, U. S. A.

Produced in the U. S. A. by the

ADVANCE LITHOGRAPHING COMPANY, CHICAGO

Color Frontispiece in DEEP CHROME lithography -- Body Illustrations in DUO-CHROME lithography
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FOREWORD

DURING my years of travel in the West, and in my contacts and conversations with fellow-travelers, I have found that most of them are in about the same state of hopeful bewilderment as I was on my first trip through this expansive wonderland of majestic sights; hopeful that the trip would prove to be as pleasant and stimulating as anticipated; bewildered as to how to see the most of the best in the time available.

And all because there has been no one source of all the information one needs to intelligently plan the kind of trip that will bring the greatest pleasure and the most lasting satisfaction.

Most tourists are on limited time, whether it be for one week, one month or a season. If they are to see and enjoy the great variety of scenic grandeur the West so generously offers, only a limited time can be spent at each attraction. With that limitation it is all important that such time be used to the best possible advantage.

I learned to know the West the hard way — by repeated trips, by exploration, by time-consuming investigation of rumors, tips and gossip. I had to get the facts — my business as a travel photographer demanded a first-hand knowledge of the subjects of my pictures.

This book is the product of that experience. It is designed to provide factual, impartial and unbiased information for your use in organizing your own "personally" conducted tour. With it you have the assurance of as expert guidance as would be provided by a "packaged", conducted tour, and without the limitations and restrictions such would impose. You are always free to choose or pass by, to hurry or be leisurely, and to stay any place as long as you wish or give it a quick look and be on your way. Nobody is shouting "All Aboard" just when you are most reluctant to leave.

Unfortunately, you cannot piece together a planned tour from an assortment of typical tourist literature, for each attraction, each locality, and each State is interested only in selling you its "package", to say nothing of the propaganda slant of such appeals.

This book has only one purpose — to help you see the most of the best in the West, with a minimum of time, effort and money. It not only tells you how and where to go, but WHEN; it tells you what you can and should see on the main routes, and suggests and describes the most interesting side trips and off-the-beaten-path subjects which you otherwise might not see, or learn about.

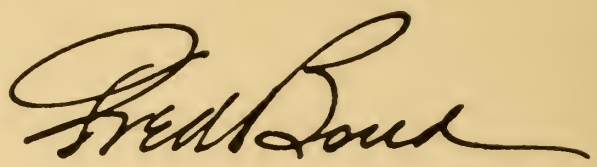
For those of you interested in taking home a fine picture record of your trip — and who isn't — picture subjects and exposure suggestions are given for every major attraction (as well as many minor ones) you will visit on any route you select. This photographic data tells what time of day is best for good pictures at each location — a most important fact for *everybody,* camera addict or not, for the best time for good pictures is also and invariably the best time for viewing the subject. Schedules have been arranged to get you there when you should be there, day-in and day-out, for the entirety of each trip.

Read the chapter "How to Select Your Route" for suggested procedures in deciding which of the "planned" routes you wish to follow and as to how you can combine por-

tions of the planned tours to make up a route that may better fit your inclinations, your time or your purse.

Although all routes start and end at the eastern border of the geographical West, all routes and schedules can be just as easily followed by residents of the West by "hooking" into any route at nearest point and proceeding on that route in the counter clockwise direction which all routes follow. In the chapter "How to Select Your Route" residents of the West will find 12 suggested shorter tours which originate in the four larger metropolitan centers on the Pacific Coast — trips that are right in their own front yard.

Good sight-seeing, good shooting — and a most pleasant journey, which I know you will re-live for many years.



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Want to see

THE BEST OF THE WEST?

Here's How!

ANY trip into and through the wondrous West is high adventure. It is for me, and I have been criss-crossing this vast scenic empire for years — from Canada to Mexico and from the Rockies to the Pacific.

It is a marvelous land of infinite variety, of which one never tires, and even repeated trips to the same old stomping grounds never fail to uncover something new and different, for it would take months of exploration to exhaust the pleasant possibilities of any one of a half-hundred locations.

If both the anticipation and the doing do not give you a thrilling stimulation, mentally and physically, you will do better by staying at home.

You can go anywhere in the West with no other guide than a good road map. Most U. S. Routes are excellent roads and today the better State highways are often as good. If, for instance, you wish or need to get from the Middle West to the Pacific Coast in the shortest possible time, without regard to what you can see except the center line of the road and out of the corner of your eye, follow the most direct transcontinental route. This book would be of little value to you.

However, if you do not have to drive from sun up to sun down at breakneck speed, you need the information this book offers. You may have a "working knowledge" of most of the National Parks and still not know about some of the most interesting spots in them, intriguing areas which have been overlooked on previous trips or in your reading. I doubt if any literature has ever told you *what time of day* is best at every one of a dozen locations in each National Park, or how you can arrange your schedules to get to each of them with an actual saving in time. Groping your way means the loss of a half-day here, a half-day there, which added together means an unnecessary extension of your trip, or the foregoing of many sights you had hoped to see.

It will bear repeating again — this book is designed to help you see more in less time with less effort, at a saving in money, and not the least, to help prevent you from missing many sights that you might otherwise whizz by.

To intelligently plan your trip, study the "Route Selector Map" and the "Alphabetical List of Principal Points of Interest" which immediately follows the chapter on "How to Select Your Route". If these are not sufficient to help you decide what route offers what you want, delve into the detailed text about the attractions in each State, or the synopsis which appears in the front of each State section.

Once you have determined your route, study the main text on each Point of Interest on your route, to help in your anticipation and visualization of what you are going to see. To get the feel of the daily progress of your trip, read the "Day-by-Day Schedule" in the back pages of this book. And once you get into the territory, you will want this "Schedule" close at hand for constant reference. It is the "personally conducted" aspect of your trip, and will be invaluable in helping you get the most out of every day you are on the road.

HOW TO SELECT YOUR ROUTE

IT is not my intention to influence your choice of routes nor to dictate what you should and should not see and do. I could do neither intelligently for I cannot anticipate your preferences, the time you can give to such a trip, nor any of the other factors that bear upon your final decisions.

I can tell you, from first-hand knowledge, the merits of the major scenic attractions in the West, with a few sidelights about them most tourists miss. I can also tell you where you can find very worth-while attractions by taking a suggested route, as well as many side trips to points of interest that few tourists ever so much as hear about. It all sounds very simple in the reading but the sum total of the information can be gained first-hand only through repeated trips, as I have long since learned.

You can follow any one of the suggested routes shown on the large map and more than get your money's worth. Further, every route is the best route to follow to cover the attractions in those areas.

In determining what to see, without question the National Parks rank first, because of their scenic grandeur and their educational value. That is why they have been made National Parks. Each of the Parks is distinctly different in character, in the surrounding country through which you pass, and in things to do and see when you get there. For sheer beauty — the kind of beauty of which one never tires — give me the Tetons. For intriguing phenomena and a demonstration of some of the seldom seen forces of nature no Park offers the fascination that Yellowstone holds for young and old alike. For an appreciation of the dignity and majesty of nature see Mt. Rainier, for no single mountain in the United States so forcibly impresses itself upon your emotions as does this perpetually snow-capped, glacier-skirted monarch of them all. For awe-inspiring, unbelievable magnitude nothing compares with Grand Canyon, and on and on, but it would be unfair to suggest or to infer which Park is the ONE major attraction.

The National Monuments are a somewhat different story. As you no doubt know, National Monuments are generally either in one or the other of two categories — those set aside to protect some area of rather unusual topographic character such as the Arches and Rainbow Bridge in Utah and the thousands of acres of the White Sands of New Mexico, or some site or ruins of historic or archeological interest — Montezuma Castle and Tumacacori Mission in Arizona being typical examples.

Unless I were a student of archeology I would not select a route because of what it offered in the way of National Monuments. I do not mean to suggest that these attractions (especially the more scenic ones) should be ignored, but as a group they are of secondary interest and should not dominate your thinking when planning a trip. Take them as they come, as your interest dictates.

But National Parks and National Monuments are not the sum-total of what these planned trips offer in subject interest. A little study of the list on the "Route Selector Map" indicates many "added" attractions most tourists miss, and which many rate as good runners-up to some of the Parks and Monuments. And don't overlook the "Optional Side Trip" suggestions given with the listing of Principal Points of Interest on each route. You are out to see as much as you can, and these suggestions will help you do it.

If I may, allow me to offer a few suggestions as to procedure in selecting a route.

1. Select the route which covers that portion of the West you haven't seen, or which you prefer to see. (If you have the time to really blanket the West, follow the Red or Blue Route.)

2. If time is a factor, check to see which route can be covered in the time you have available. This assumes that you have no particular preferences as to what portion of the West you visit, and that you hope to make subsequent trips to see those areas omitted now. (The Dotted Purple is such a route.)

3. If this time factor forces you to eliminate points of interest you can forego for the moment, select the route that includes the majority of what you would like to see and then "short-circuit" a portion of the route, as will be explained later.

4. If you want to see any portion of the Pacific Coast and if your time is limited, select the route that is most direct each way, but without duplication on the return trip. The Green Solid Line Route is the most direct one over good roads both ways and without duplication.

Here is what the planned routes, outlined on the "Route Selector Map" are designed to do:

RED ROUTE takes you to all western American and Canadian National Parks (except Carlsbad Caverns) and to or near many National Monuments, as well as through the most scenic areas of the West. An all-inclusive trip of 8,870 miles, requiring a minimum of 55 days.

BLUE ROUTE covers every major point on the Red Route except the Canadian attractions, Lassen Volcanic National Park in California, Mesa Verde National Park in Colorado, and Salt Lake City. This route adds a trip across northern Arizona and New Mexico and the Indian Pueblos of the upper Rio Grande Valley above Santa Fe. A total of 7,165 miles, in a minimum of 40 days.

PURPLE ROUTE takes you through the central portion of the West with a swing to the north from Rocky Mt. National Park to include Yellowstone and The Tetons. A minimum of 25 days and 4,790 miles.

GREEN ROUTE, a duplication of the Purple Route less Yellowstone, The Tetons, Bryce and Zion National Parks. A 20 day trip covering 3,600 miles. This is the shortest and fastest round-trip to the Pacific Coast unless you live in the extreme northern or southern part of the United States.

EXPANDED GREEN ROUTE covers every principal point of interest on the Solid Line Green Route, except Reno, Nevada, and Lake Tahoe. The Dotted portion adds an extension from Salt Lake City into the southern area of the Pacific Northwest and includes Crater Lake and Lassen Volcanic National Parks on the way south from Portland to San Francisco. The Dotted portion of the route from Los Angeles to Grand Canyon is an optional route rather than an extension, as it "trades" Las Vegas, Nevada, and Boulder Dam for Palm Springs and Oak Creek Canyon and more very interesting country. For three additional days and only about 700 added miles this route gets you into some fine new and distinctly different country, including the Columbia River region. This expanded route covers 4,260 miles and requires at least 25 days.

ORANGE ROUTE — a Winter (or late fall or early Spring) trip. All other routes are planned for trips between June 1st and October 1st. During this period of the year you might encounter extremely high temperatures across that part of the West traversed by this Orange Route, and for that reason none of the area has been included in other routes except the Dotted Red, which is suggested as a Fall trip. Because of the road pattern in this southern area some duplication of that route is unavoidable. That portion of the route covering central California and Death Valley is all-year road and temperate winter climate, with the exception of Yosemite, which has been added to provide a winter and winter-sports interlude in an otherwise warm-weather wintertime trip. Also, the Orange Route can be reduced by eliminating either or both of the "loop" extensions north from Los Angeles, as is described in the "Day-by-Day Schedule" for this route. The entire Orange trip will require a minimum of 20 days, and covers 3,525 miles.

The six routes just outlined will meet the desires and demands of most tourists but some of you will have good reasons for preferring what might be called a more sectional trip in the West. Perhaps you are familiar with the Southwest and would like to confine your next trip to the Pacific Northwest. You can map your own route by combining portions of the regular routes, but I believe the DOTTED BLUE ROUTE will simplify your planning. To this you could add the Canadian Parks, on the Red Route, if you wish. Without the Canadian trip this Dotted Blue Route covers 4,365 miles and requires a minimum of 24 days.

The DOTTED RED ROUTE might be designated a Southwest trip, and because it returns east through southern Arizona and New Mexico this portion of the trip will be more pleasant if made between late September and early Spring. However, the northern portion of the trip should be started not later than October 1st to avoid snows in the Rocky Mountain area of Colorado. This Dotted Red Route is an ideal one for those of you who plan to spend a winter on the Coast — go to the Coast in October and return East in March or April. As a regular tour this route requires 18 days and covers 3,205 miles.

All the foregoing routes take you to the Pacific Coast. Perhaps you have been there, or do not care to go, or haven't the time.

The DOTTED PURPLE ROUTE covers the best of the central West and is a fine trip. This trip is planned for those of you who live east of the area shown on the "Route Selector Map". It takes you to Rocky Mountain, Bryce, Zion and Grand Canyon National Parks and through the Indian country of northern Arizona and New Mexico. It is a trip of 2,150 miles and can be made in 15 days, between your arrival at Colorado Springs and your departure from Trinidad.

These have been rather sketchy outlines of what each route covers but a study and consideration of them is a necessary beginning in the efficient planning of any trip in the West. The roads over which each route travels have not been merely "copied" from a road map — they have been carefully selected from my personal experience, because that experience has taught me where and how to go, and why. Most of the roads are U. S. Highways and such roads are usually in good repair although you will, for the next two or three years, likely run into repair and re-construction due to the neglect of all highways during the war.

FOR RESIDENTS OF THE WEST

A casual glance at the "Route Selector Map" may suggest that all routes have been planned only for people who live east of the territory shown, but such is not the case.

Obviously, all tours would have to be "loop" trips or be laid out as they have been. As they are, the easterner can more readily see how to connect with the eastern beginning of each trip. The westerner would be obliged to "hook into" each route at the point nearest him even if all trips made a complete circuit.

To "close the circuit" on each route, residents of the West have only to follow the few simple connecting links listed in a following paragraph and follow each route in the counter clockwise direction in which each is planned.

For the RED and BLUE (Solid Line) ROUTES, go from the Rocky Mt. National Park east from Estes Park to Loveland on Route 34, then north on Route 87 to Cheyenne and then Route 85 all the way to Newcastle, Wyoming, and from there east on Route 16 to Mt. Rushmore Memorial, about 70 miles. This connecting link is 400 miles over fast road and can be made in one day, although I would advise stopping at Newcastle or at Custer, South Dakota, 37 miles closer to Mt. Rushmore.

For the PURPLE and GREEN (Solid Line) ROUTES the connecting link is that portion of the regular BLUE ROUTE between Santa Fe, New Mexico, and Colorado Springs, Colorado.

For the DOTTED RED ROUTE the connecting link is Route 285 from the town of Carlsbad, New Mexico north to its junction with Route 66 at Cline's Corners, east of Albuquerque. You can make the "side trip" to Colorado Springs and Rocky Mt. Park from Albuquerque if you wish.

The DOTTED BLUE ROUTE connecting link is the same as for the RED and BLUE (Solid Line) ROUTES — the trip to Colorado Springs being optional.

The DOTTED PURPLE ROUTE is primarily for travelers from the east.

The ORANGE ROUTE is a complete circuit, with Carlsbad Caverns National Park as its eastern terminus.

For an illustration as to how residents of the West should use the "Day-by-Day Schedule", let us assume you are starting on the BLUE (Solid Line) ROUTE at Los Angeles. You would leave for Las Vegas, Nevada, on what is designated as the "30th Day" on the Schedule, and would follow it to the Rocky Mt. National Park. On the "41st Day" you would drive to Newcastle, Custer or even into Rapid City (since it is the largest town in that area). You would then turn back to the "1st Day" Schedule and follow the Schedule in sequence back to Los Angeles.

The same procedure applies to all routes except the DOTTED PURPLE Route, which is obviously laid out for the easterner.

As West Coast residents seem to have a habit of making many shorter trips, often two or three a year, three each such routes are being suggested for people living in or reasonably near any of the four metropolitan centers of Los Angeles, San Francisco, Portland and Seattle. Charts of these trips appear on the following page.

These twelve are by no means the only routes that might originate in these four centers but if you wish to make a more extended trip you can follow any one of the major routes except the Dotted Purple and Dotted Blue, the latter being convenient only for residents of the Pacific Northwest.

Remember, all "Day-by-Day Schedules" follow the designated route counter clock-wise. If you wish to short-circuit any one of the longer routes, merely pick up the "Day-by-Day Schedule" again at the point where you get back onto the main route.

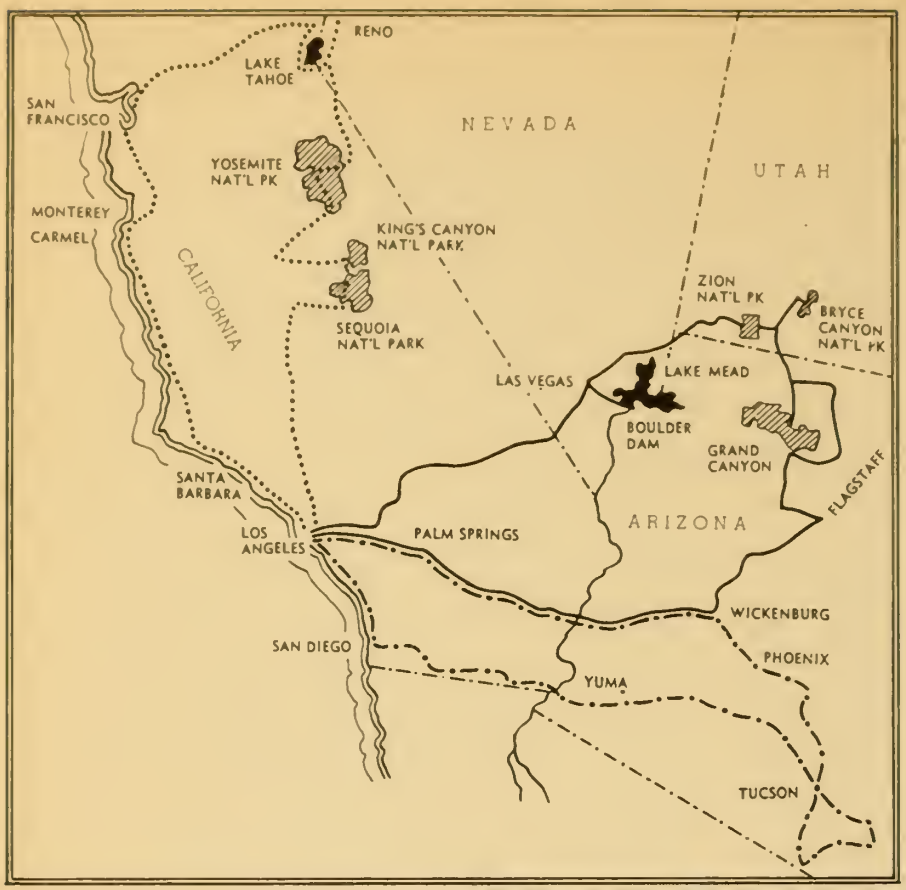
To help you visualize how portions of the routes on the "Route Selector Map" can be used to create a route of your own choosing, may I suggest one combination. Follow the RED (Solid Line) ROUTE in counter clock-wise direction from the Coast (at Los Angeles) to Las Vegas, Boulder Dam, Grand Canyon, Zion, Bryce and Salt Lake City, then use the Purple (Solid Line) Route as the connecting link between Salt Lake City and the Grand Teton National Park, and from there continue on to Yellowstone, Glacier, (Banff and Jasper, if you wish) and then west to Coulee Dam, Mt. Rainier, and back to starting point.

No end of combinations can be made, as a study of the Map will indicate. And the "Schedules" can be followed on sections that apply, even to reverse direction if such necessity should arise.

MAPPING YOUR OWN ROUTE

Although the "Route Selector Map" outlines nine tours, some of you will have peculiar situations and preferences that will require some modification of these planned trips. You cannot tour the West without following some of the routes some of the time, for the West doesn't have criss-crossing roads at every section line. In mapping a route of your own, I suggest you use portions of the outlined routes wherever possible and in no case plan to take off on some obscure county or state road unless you know or can learn whether

(Continued on page 16)



Short Trips from
LOS ANGELES

SOLID LINE ROUTE.....1,586 Miles
MINIMUM ELAPSED TIME.... 9 Days
Principal Attractions — Palm Springs, Indio Date Gardens, Montezuma Castle and Tuzigoot National Monuments, Verde Valley, Oak Creek Canyon, Grand Canyon, Hopi village of Moenkopi, Bryce and Zion National Parks, Boulder Dam, Lake Mead, and Las Vegas.

DASH-DOT ROUTE .....1,287 Miles
MINIMUM ELAPSED TIME.... 8 Days
Principal Attractions — San Diego, Yuma, Casa Grande National Monument, Tucson, San Xavier Mission, Saguaro Cactus and Tumacacori National Monuments, Tombstone, Superstition Mountain, Phoenix, Indio Date Gardens, and Palm Springs.

DOTTED ROUTE .....1,439 Miles
MINIMUM ELAPSED TIME....10 Days
Principal Attractions—Sequoia, Kings Canyon and Yosemite National Parks, Mono Lake, Lake Tahoe, Reno, Virginia City, Donner Lake and Pass, Sacramento, San Francisco, Monterey, Carmel, Pt. Lobos and Big Sur State Parks, Santa Barbara.

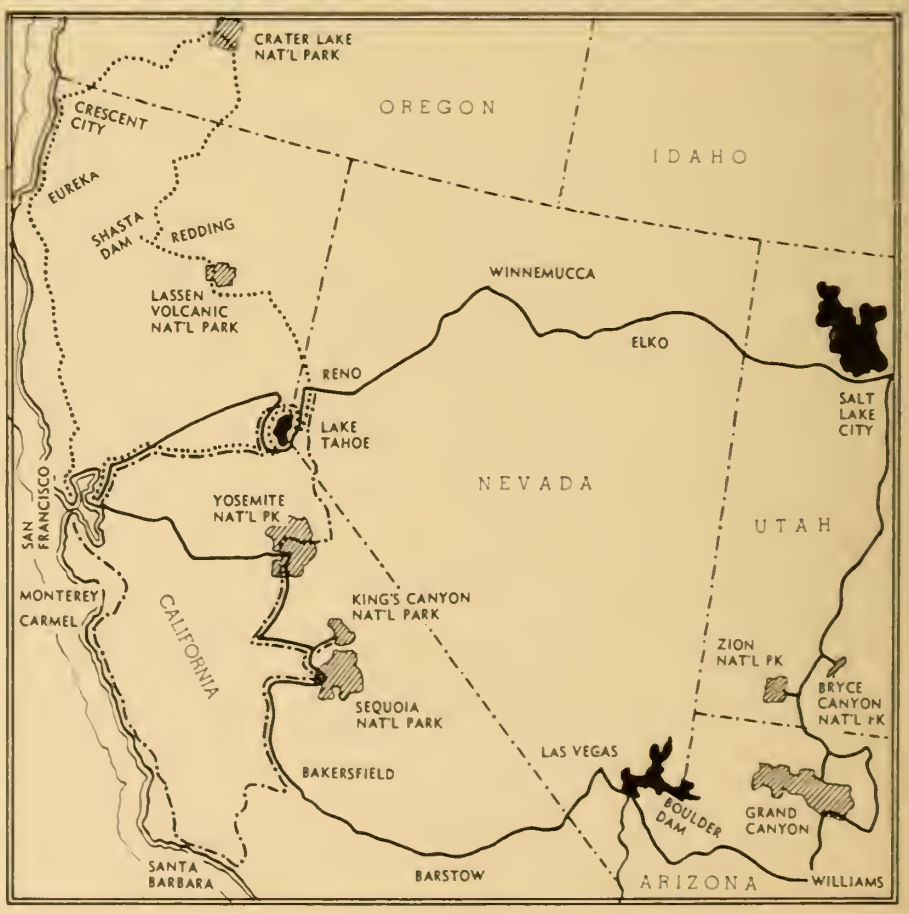
Short Trips from
SAN FRANCISCO

SOLID LINE ROUTE .....2,611 Miles
MINIMUM ELAPSED TIME....14 Days
Principal Attractions — Yosemite, Kings Canyon and Sequoia National Parks, Las Vegas, Boulder Dam, Lake Mead, Grand Canyon, Hopi village of Moenkopi, Zion and Bryce National Parks, Salt Lake City, Great Salt Lake, Bingham Canyon Copper Pit, Bonneville Salt Flats, Reno, Virginia City, Lake Tahoe, Placerville, and Sacramento.

DASH-DOT ROUTE ..... 1,405 Miles
MINIMUM ELAPSED TIME.... 9 Days
Principal Attractions — Monterey, Carmel, Pt. Lobos and Big Sur State Parks, San Simeon Highway, Santa Barbara, Sequoia, Kings Canyon and Yosemite National Parks, Virginia City, Lake Tahoe, Reno, Placerville, and Sacramento.

DOTTED ROUTE .....1,296 Miles
MINIMUM ELAPSED TIME.... 7 Days
Principal Attractions — Sacramento, Placerville, Lake Tahoe, Virginia City, Reno, Lassen Volcanic National Park, Shasta Dam, Mt. Shasta, Crater Lake National Park, Oregon Caves National Monument, and the Redwoods.

(Read the "Day-by-Day Schedules" for details of these trips from Los Angeles and San Francisco.)



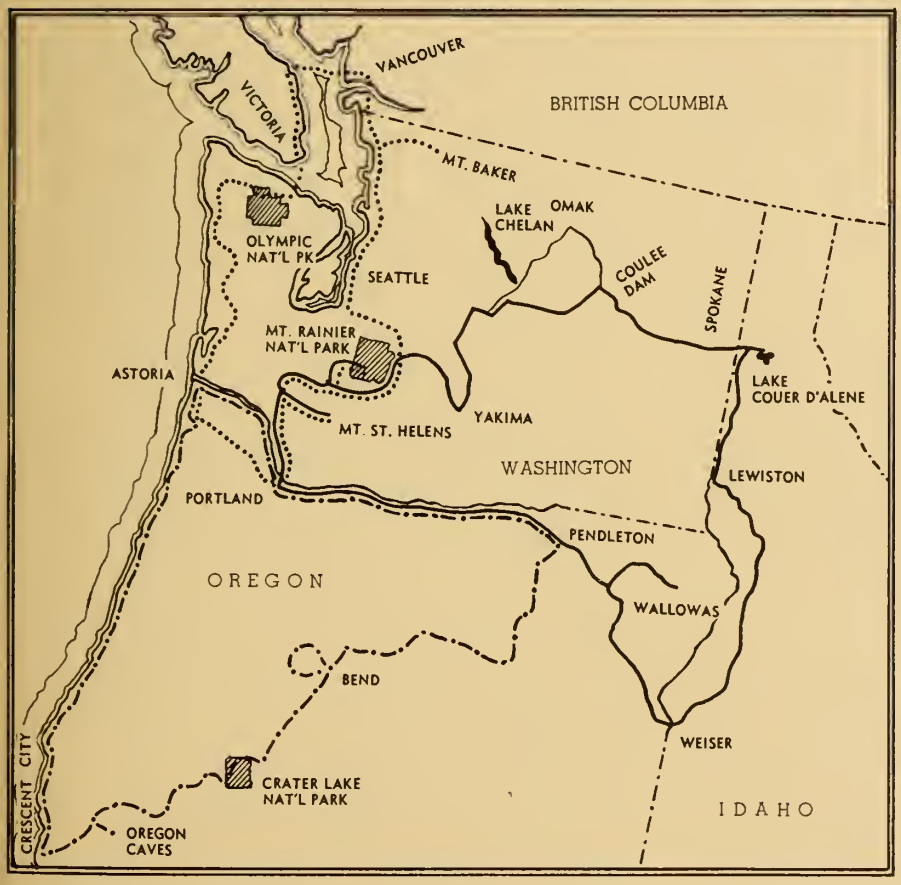
Short Trips from

SEATTLE

SOLID LINE ROUTE .....2,482 Miles
MINIMUM ELAPSED TIME....13 Days
Principal Attractions — Mt. Rainier National Park, Spokane, Lake Couer d'Alene, Flathead Lake, Glacier National Park, Waterton Lakes, Banff and Jasper National Parks (Canada), Lake Pend Oreille, Coulee Dam, Wenatchee Valley, and Stevens Pass.

DASH-DOT ROUTE .....1,610 Miles
MINIMUM ELAPSED TIME.... 9 Days
Principal Attractions — Mt. St. Helens and Spirit Lake, Portland, Bonneville Dam, Columbia River Gorge, The Wallowas, Hat Point-Snake River Canyon, Walla Walla, and Mt. Rainier National Park.

DOTTED ROUTE ..... 983 Miles
MINIMUM ELAPSED TIME.... 9 Days
Principal Attractions — Mt. Baker, Mt. Shuksan, Vancouver, Victoria, Olympic National Park, Quinault Lake, Astoria, Seaside, Cannon Beach, Portland, Mt. St. Helens and Spirit Lake, and Mt. Rainier National Park.



Short Trips from

PORTLAND

SOLID LINE ROUTE .....1,745 Miles
MINIMUM ELAPSED TIME....10 Days
Principal Attractions — The Wallowas, Hat Point-Snake River Canyon, Salmon River Gorge, Lake Couer d'Alene, Spokane, Coulee Dam, Mt. Rainier National Park, Mt. St. Helens and Spirit Lake.

DASH-DOT ROUTE .....1,443 Miles
MINIMUM ELAPSED TIME.... 9 Days
Principal Attractions — Oregon Coast, the Redwoods, Oregon Caves National Monument, Crater Lake National Park, Diamond Lake, Elk Lake Region (from Bend), Ochoco Mountains, Red Hills, Picture Gorge, John Day Fossil Beds, Pendleton, and Columbia River west.

DOTTED ROUTE .....1,225 Miles
MINIMUM ELAPSED TIME.... 9 Days
Principal Attractions — Mt. St. Helens and Spirit Lake, Mt. Rainier National Park, Seattle, Mt. Baker, Mt. Shuksan, Vancouver, Victoria, Olympic National Park, Quinault Lake, Seaside and Cannon Beach.

(Read the "Day-by-Day Schedules" for details of these trips from Portland and Seattle.)

such a detour might lead you into difficulties. A case in point — Route 6 is one of the good, and one of the shortest transcontinental routes but there is a stretch in Utah that is practically impassable, with no immediate prospect that the section will be completed as it would permit tourists to easily by-pass Salt Lake City. There are other instances that present as formidable hazards, so stick close to the routes as outlined.

If you are not familiar with this expansive West, perhaps it will be helpful to suggest that you look at the West as having two main north and south areas of major attractions. The easternmost area is bounded on the east by the border of the large map and on the west by a line drawn south from Glacier National Park to the Grand Canyon. The second area is west to the Coast from the mountain ranges running north and south through California, Oregon and Washington (the Sierra Nevadas and the Cascades). There is much interesting country in between these areas, but personally, I would not plan any trip just to include this "in-between" area. If you come into the West from anywhere east of the territory shown on the large map, either confine your trip to what we will call the "Glacier to Grand Canyon" — Rocky Mountain area, or plan to go all the way to the Pacific Coast. By the same rule, those of you who live in the Pacific Coast area would do well to confine your trips to the Pacific and Southwest regions or take the more inclusive routes that encompass the Rocky Mountain attractions, from Santa Fe to Banff and Jasper, or portions of that region. See the suggestions in this chapter under the heading "For Residents of the West".

You can build a route of your own in this Rocky Mountain area by following the Red and Blue Routes, all the way to Glacier, then the Blue Route to Lake Couer d'Alene, Idaho, then go south on US Route 95 from the town of Couer d'Alene to Weiser, Idaho, then east on US Route 30 to Burley, Idaho, and from there over US Route 30S into Salt Lake City. From Salt Lake City you would follow the Red Route (in reverse direction to the planned Red Route trip) to Bryce, Zion and Grand Canyon National Parks, and then follow the Blue Route east through northern Arizona and New Mexico and north to Colorado Springs and the Rocky Mt. National Park. Such a trip would cover approximately 4,000 miles and would require a minimum of 20 days.

With this example you can work out any number of combinations that will be variations from the planned trips, but again may I caution you against getting off the main highways, if you want to make any time, wish to travel in reasonable comfort, and prefer to stay out of difficulties.

One thing must be borne in mind — most highways through the West are east-west transcontinental routes. There are few good north-south routes betweeen the Rockies and Sierras Nevadas and Cascades. US Route 95 used in the illustration just given, is one of them. US Route 93, south from Twin Falls, Idaho, is another one. From there on your choice is rather limited.

THESE FACTORS SHOULD NOT BE OVERLOOKED

After you have decided upon your route, check the information given on that route as to "Best months to make the trip" to be sure that mountain passes will be open at the time you wish to go. You will cross the Continental Divide (reading from the bottom of the large map to Banff and Jasper in the north) east of Gallup, New Mexico, on the Blue, Purple, Green and Dotted Red and Purple Routes; in the Rocky Mt. National Park on the Red, Green and Purple Routes; and in Yellowstone on the Red, Blue, Purple and Dotted Blue Routes; on the Blue and Dotted Blue Routes in Glacier National Park. These passes are normally open by June 1st and some of them are closed by October 15th.

The only other passes you will encounter on any route are over the Divide from Banff to Kootenay National Park in Canada (open by June 1st); Teton Pass, between Jackson. Wyoming and West Yellowstone (open by June 15th); Blewett Pass (open all year) and Chinook Pass (open June 1st) on your way across Washington State to Mt. Rainier; Echo Pass from Lake Tahoe west to San Francisco (open about June 1st); and Tioga Pass across Yosemite, on the Red Route, which is seldom open before July 1st. Read that section of the Red Route "Day-by-Day Schedule" for instructions for route change if you expect to reach Yosemite before July 1st.

DO NOT PLAN TO BEAT THE SCHEDULES GIVEN

Some of you are going to disagree with my suggestions for 200 to 300 mile daily drives and will immediately start figuring how you can add a hundred miles or more to each day's run, with a considerable saving in total time. May I strongly advise against any such ambitions. While it is true that more distance can be covered than is given for certain daily schedules, overshooting the stopping place may land you where there are few or no accommodations, or may throw the entire schedule so badly off balance as to repeatedly put you at major attractions at the most unfavorable time for the fullest enjoyment.

If you care to save a day here and there, I advise that you skip certain points of interest listed and make up the time between two points you most want to visit. The time given for each

trip is a minimum, I must emphasize again, but a comfortable minimum, allowing time for a good look at all Principal Points. The time given for each route does not allow for side excursions nor for the longer stays that are required if you wish to explore trails and by-ways in the National Parks. For instance, the time allotted for Grand Canyon permits driving the full length of the South Rim Drive, for stopping at all the viewpoints, for taking a leisurely look and all the pictures you want, and the evening and night at the Canyon. This is sufficient for most tourists. You will have to decide when you select your route as to whether you want to spend this "comfortable minimum" at as many places as time allows, or whether you prefer to make a more leisurely visit to fewer points of interest on any route. If I were making my first trip into new territory I would choose to see the "high-lights" of many places rather than a more comprehensive exploration of a few attractions. I find that most tourists agree with that philosophy.

ACCOMMODATIONS EN ROUTE

It is not the function of this book to suggest where to eat and sleep. I have laid out the "Day-by-Day Schedules" to stop at places that will expose you to the best and greatest number of accommodations. It is advisable to follow the suggestions, for good sleeping quarters are few and far between in some areas of the West.

There are good accommodations in all National Parks, ranging, usually, from hotels and lodges to cabins and camp grounds for those with trailers or camping equipment. There are numerous trailer parks along the routes, and more being provided all the time. For reasons that seem obvious, do not make a practice of camping along the road, away from populated centers.

Tourist travel being what it will likely be for the next several years, the demand for overnight accommodations will exceed the supply, and will until new construction catches up with the increased demand. For that reason, make reservations in advance at National Parks if you can (another reason for staying on the schedules outlined), and where you cannot make such reservations it will be advisable to get to your stopping place by not later than five o'clock in the afternoon. In some 20,000 miles of traveling this past summer, in no case were we able to find accommodations for the night when we reached a town after sundown. Traveling in a station wagon provided with air mattresses and sleeping bags saved us from what would have been otherwise several uncomfortable nights.

PLAN TO GO WITH THIS BOOK AS YOUR GUIDE

After you have selected your route, read all the text on all the Principal Points of Interest, together with the Optional Side Trip attractions on your route. That will get you off to a good start.

Once you are on your way, make daily reference to the "Day-by-Day Schedule" for your route — it will be a constant help.

If you are going to take pictures, and you surely will, study the illustrations of the attractions you will see, the exposure data, and the time of day to be at the spot, et cetera. Know the kind of film you are using, and if possible, leave home with a good stock, as sources of supply on the road are uncertain. Above all, know what film you buy. People by the dozen continually ask me what exposure to give a certain scene, when I am on location and working, and invariably they haven't the slightest idea what film they have in their camera. Don't make that mistake as it may cost you many good pictures.

And don't be careless about exposed film, and don't let every corner drugstore process it for you. If the picture was worth taking in the first place, it deserves the best of handling after you have clicked the shutter. The better photographic stores in the larger cities are usually the safest bet for processing, if you do not plan to do it yourself.

Read the instruction page on Photographic Data, and familiarize yourself with the film group in which the film you are using falls. With these aids you should get home with a better picture record of your trip than you might otherwise do.

SUGGESTED ROUTES

and Principal Points of Interest on each Route

(READ THE "POINTS OF INTEREST" ON EACH ROUTE WITH THE "ROUTE SELECTOR MAP" BEFORE YOU)

EACH suggested route in this book has been carefully planned to provide a maximum of major attractions on each in the time alloted to each. You could make a planless trip, without guidance or knowledge of the country, and see no more than half as much in the time scheduled for each route.

In planning these routes I have called upon my personal experiences, both as to routes and the order in which major attractions should be seen. Yellowstone is a typical example. Regardless of which entrance you use you will eventually get onto the circle drive that leads to the main points of interest in the Park. If your planless schedule got you to Tower Falls or Yellowstone Falls in the afternoon you would be much disappointed, as they would both be in shadow. On the other hand you can get as good pictures and views of "Old Faithful" at one time of day as at another. Hence the schedule in this book gets you to Yellowstone Falls in the morning and to "Old Faithful" later in the day — the best time for the Falls and just as good time as any other for "Old Faithful".

Routes have been laid out counter clock-wise to make it possible for residents of the West to start earlier in the season than would be possible (on the longer routes) if made clock-wise, as the latter would necessitate waiting until snow cleared from some of the northern passes. For the easterner going into the north and northwest first and as early as passes are open puts him into the territory while the mountains are heavily blanketed with snow, and at their best. If you feel as I do, half the appeal of the mountains is their mantle of snow on the peaks and sufficient on the slopes to accentuate form.

Study the Map and the major points of interest on all routes — some one route will be found made to order to suit your taste, your time, and your purse.

SOME THINGS YOU SHOULD CONSIDER

Car equipment, advisable but not imperative. Be sure you have all necessary tire tools, a good flashlight, and a water bag or outsize canteen. Service station and garage service is available in every town, but towns are widely scattered in some parts of the West.

Clothing and accessories. Wear rugged clothes that will withstand traveling. Laundry and dry cleaning service is slow and not everywhere available. There will be many places where you will want to hike or horseback, so go prepared with proper clothing and shoes. You may run into temperatures near the freezing point, even in midsummer, so at least one warm garment will prevent discomfort.

Photographic equipment and supplies. Leave home with all the equipment and accessories you will need and, if possible, with a supply of film to last through the trip. Both equipment and supplies are available in all large centers but it is a little hit-and-miss outside of a dozen or so cities in the entire territory.

Customs Regulations. I cannot give you all the regulations, they are too extensive. But first of all carry proof of citizenship (birth certificate is best) and car title papers. My experience has been that it is much easier to get out of the U. S. than to get back in again. If you have more than ordinary amateur camera equipment or an unusual amount of film, declare what you have at U. S. Customs (on forms they will provide) before you leave the States. You may be required to make a similar declaration on antiques, guns or other special items. Above all, check with the U. S. Customs before you cross the border — the boys seem to delight in letting you get out without questions or advice only to trap you in some

slight error upon your return. Purchases to a limited amount can be brought back duty free, from Canada and Mexico, but get a list of what you are permitted before you cross the line out of the U. S.

BEST MONTHS FOR EACH TRIP

The Red, Blue and Dotted Blue Route roads and passes are open from about June 1st to October 1st with the exception of four passes — Logan in Glacier National Park might be closed until June 15th; the road into Crater Lake from Diamond Lake Junction might be closed until late June; the Teton Pass is sometimes closed until late June; and Tioga Pass (into Yosemite from the east side) is seldom open before July 1st. See Daily Schedule, Red Route, for alternate approach to Yosemite. Late June and early July is the best time to make trips over the foregoing routes. Later, in August and September, you might encounter forest fire smoke in the Pacific Northwest, which can partially spoil your enjoyment of the trip.

The Purple, Green and Dotted Purple Routes can be followed everywhere from June 1st to October 1st. I prefer the Rockies in early summer while there is still plenty of snow, but on the other hand August is one of the finest months to be in northern Arizona and New Mexico, when marvelous clouds ride their skies. But you cannot have both on the same trip unless you extend it beyond the period allotted.

The Dotted Red Trip is best from September 15th to November 1st. You will be ahead of the snows and cold weather on the northern stretches of the trip and the drive through the southern areas will be made after the excessive heat of mid-summer.

The Orange Route should be followed between October 1st and April 1st, although you can make it at any time of year if you don't mind temperatures in these regions for I have been across them in summer when the thermometer behaved very decently.

Times suggested for each trip may be altered somewhat by weather conditions — sometimes earlier, sometimes later — but then only for a matter of a week or two at the most in any case. If you wish to start your trip early in the spring, write State Highway Departments at State Capitals as to when passes will be open.

PRINCIPAL POINTS OF INTEREST ON MAIN ROUTES

Listed alphabetically and with designation as to the routes on which each is located.

SEE LARGE MAP FOR EACH ROUTE COLOR

	RED	BLUE	PURPLE	GREEN	EXPANDED GREEN	ORANGE	RED DOTTED	BLUE DOTTED	PURPLE DOTTED
Alamogordo White Sands						x	x		
Astoria, Oregon	x	x						x	
Banff National Park	x								
Bonneville Dam	x	x			x			x	
Boulder Dam	x	x	x	x			x		
Bryce Canyon National Park	x	x	x				x		x
Carlsbad Caverns National Park						x	x		
Carmel, California	x	x	x	x		x			
Colorado Springs, Colorado	x	x	x	x			x	x	x
Columbia River	x	x			x			x	
Coulee Dam, Washington	x	x						x	
Crater Lake National Park	x	x			x				
Death Valley National Monument						x			
El Paso, Texas						x	x		
Glacier National Park	x	x						x	
Grand Canyon, South Rim	x	x	x	x	x		x		x
Grand Canyon, North Rim	x	x	x				x		x
Grand Teton National Park	x	x	x					x	
Indian Pueblos (New Mexico)		x	x				x		x
Jasper National Park	x								
King's Canyon National Park	x	x							
Kootenay National Park (Canada)	x								
Lake Couer d'Alene, Idaho	x	x						x	
Lake Tahoe, California-Nevada	x		x	x					
Lassen Volcanic National Park	x				x				
Las Vegas, Nevada	x	x	x	x		x	x		
Lone Pine (Mt. Whitney)						x			
Los Angeles, California	x	x	x	x		x	x		
Mesa Verde National Park	x								
Monterey, California	x	x	x	x		x			
Mt. Hood, Oregon	x	x			x				
Mt. Rainier National Park	x	x						x	
Mt. Rushmore Memorial	x	x						x	
Mt. Whitney, California						x			
Olympic National Park	x	x						x	
Oregon Coast	x	x							
Painted Desert		x	x	x			x		x
Palm Springs, California					x	x	x		
Petrified Forest National Monument		x	x	x			x		x
Phoenix, Arizona						x	x		
Portland, Oregon	x	x			x			x	
Redwoods (California)	x	x							
Reno, Nevada	x		x	x					
Rocky Mountain National Park	x	x	x	x			x	x	x
Salt Lake City, Utah			x	x	x			x	x
San Diego, California	x	x	x	x		x	x		
Santa Barbara, California	x	x	x			x			
Santa Fe, New Mexico		x	x	x			x		x
San Francisco, California	x	x	x	x		x			
Seattle, Washington	x								
Sequoia National Park	x	x							
Tombstone, Arizona						x	x		
Tumacacori National Monument						x	x		
Vancouver, B. C.	x								
Victoria, B. C.	x								
Waterton Lakes National Park	x								
White Sands National Monument						x	x		
Yellowstone National Park	x	x	x					x	
Yosemite National Park	x	x	x	x		x			
Yuma, Arizona						x			
Zion National Park	x	x	x				x		x

(See List of Principal Points of Interest on each route for suggestions as to side trips and off-the-beaten-path attractions, and for directions as to where to turn off main routes for these side trips)

RED ROUTE

An all-inclusive trip covering the best of Western U. S. and Canada

Direct Mileage, without side trips or extra driving at Principal Points of Interest on the Main Route ..... *8,870 Miles*

Average Elapsed Time needed, to which must be added any extra days you wish ..... *55 Days*

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
MT. RUSHMORE MEMORIAL (So. Dak.)	*Wind Cave Nat'l Park, Fossil Cycad Nat'l Monument, Jewel Cave Nat'l Monument (all in Black Hills area) and Devil's Tower Nat'l Monument in eastern Wyoming, from Moorcroft*
YELLOWSTONE NAT'L PARK (Wyo.)	*Beartooth Mountains — Cooke City to Red Lodge Highway, Montana*
GRAND TETON NAT'L PARK (Wyo.)	
GLACIER NAT'L PARK (Montana)	
WATERTON LAKES NAT'L PARK (Canada)	
BANFF NAT'L PARK (Canada)	*Over Kicking Horse Pass into Yoho National Park*
JASPER NAT'L PARK (Canada)	
KOOTENAY NAT'L PARK (Canada)	
LAKE COUER D'ALENE (Idaho)	
COULEE DAM (Washington)	*Dry Falls State Park (one mile off route)*
MT. RAINIER NAT'L PARK (Wash.)	
VANCOUVER, BRITISH COLUMBIA	*(Between Mt. Rainier and Vancouver) Mt. Baker and Mt. Shuksan, Washington; San Juan Islands in Puget Sound; Fraser River and Inland Passage Boat trips from Vancouver*
VICTORIA, BRITISH COLUMBIA	
OLYMPIC NAT'L PARK (Wash.)	*Drive along the Straits of Juan de Fuca to Cape Flattery area*
ASTORIA — COLUMBIA RIVER (Ore.)	*To Seaside and Cannon Beaches, Oregon*
PORTLAND, MT. HOOD, BONNEVILLE DAM (Ore.)	*Scenic Drive in Portland; Lambert Gardens; Mt. Adams, Washington*
OREGON COAST (Wecoma to Florence)	
CRATER LAKE NAT'L PARK (Ore.)	*(Between route 97 and Crater Lake) Diamond Lake off route 7 miles*
REDWOODS (Calif.)	*(Between Crater Lake and Crescent City) Oregon Caves Nat'l Monument*
LASSEN VOLCANIC NAT'L PARK (Calif.) ...	*(From Redding) Shasta Dam*
RENO, NEVADA	

LAKE TAHOE, CARSON CITY, NEVADA....	*Virginia City, Gold Hill, (Ghost towns)*
YOSEMITE NAT'L PARK (Calif.)	
KING'S CANYON NAT'L PARK (Calif.)	
SEQUOIA NAT'L PARK (Calif.)	
SAN FRANCISCO, CALIF.	*Muir Woods Nat'l Monument, Oakland, Berkeley, University of California*
MONTEREY — CARMEL, CALIF.	*(Between San Francisco and Monterey) Big Basin, Santa Cruz Big Trees; (In Monterey area) 17 Mile Drive, Pt. Lobos State Park; Carmel Valley*
SANTA BARBARA, CALIF.	
LOS ANGELES, CALIF.	*Beaches; Pasadena; Hollywood; Mt. Wilson; San Fernando Valley; Catalina Island*
SAN DIEGO, CALIF.	*Tia Juana and Ensenada, Mexico; San Luis Rey and San Juan Capistrano Missions*
LAS VEGAS — BOULDER DAM (Nevada.)...	*Boat trip on Lake Mead*
GRAND CANYON NAT'L PARK (Ariz.)....	*Oak Creek Canyon; Sunset Crater, Montezuma Castle, Tuzigoot, Walnut Canyon and Wupatki Nat'l Monuments*
GRAND CANYON, North Rim (Ariz.).....	*(Between South and North Rims) Hopi Village of Moenkopi; Navajo Nat'l Monument; Monument Valley; Pipe Springs Nat'l Monument; Rainbow Bridge Nat'l Monument*
ZION NATIONAL PARK (Utah)	
BRYCE CANYON NAT'L PARK (Utah)....	*Cedar Breaks Nat'l Monument*
SALT LAKE CITY, UTAH.....	*Capitol Reef Nat'l Monument; Great Salt Lake; Timpanogos Cave Nat'l Monument; Bingham Canyon Copper Pit*
MESA VERDE NAT'L PARK (Colo.).....	*Arches, Rainbow Bridge, and other Nat'l Monuments in Southeast Utah, Southwest Colorado, Northeast Arizona and Northwest New Mexico (See State maps)*
ROCKY MT. NAT'L PARK (Colo.)	
COLORADO SPRINGS, COLO.	*Pike's Peak, Garden of the Gods, Cheyenne Mountain, Cave of the Winds, Royal Gorge*

NOTE: Read the "Day-by-Day Schedule" for this route for details on route numbers, turn offs for suggested side trips, and mileage for each day's drive.

BLUE ROUTE

Covers every major attraction on the Red Route except the Canadian Parks, Lassen Volcanic National Park in California, Mesa Verde National Park in Colorado, and Salt Lake City, Utah.

Direct Mileage, without side trips or extra driving at Principal Points of Interest on the Main Route ..... *7,166 Miles*

Average Elapsed Time needed, to which you must add any extra days you desire ..... *40 Days*

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
MT. RUSHMORE MEMORIAL (So. Dak.)....	*Wind Cave Nat'l Park; Fossil Cycad and Jewel Cave Nat'l Monuments (all in the Black Hills area); Devil's Tower Nat'l Monument in eastern Wyo., from Moorcroft*
YELLOWSTONE NAT'L PARK (Wyo.).....	*Beartooth Mountains — Cooke City to Red Lodge Highway, Montana*
GRAND TETON NAT'L PARK (Wyo.)	
GLACIER NAT'L PARK (Montana)	
LAKE COUER D'ALENE (Idaho)	
COULEE DAM (Washington).....	*Dry Falls State Park (off route one mile)*
MT. RAINIER NAT'L PARK (Wash.)	
OLYMPIC NAT'L PARK (Wash.).....	*Drive along the Straits of Juan de Fuca to Cape Flattery area*
ASTORIA — COLUMBIA RIVER (Ore.).....	*To Seaside and Cannon Beaches, Oregon*
PORTLAND, MT. HOOD, BONNEVILLE DAM (Ore.)	*Scenic Drive in Portland; Lambert Gardens; Mt. Adams (Wash. side)*
OREGON COAST (Wecoma to Florence)	
CRATER LAKE NAT'L PARK (Ore.).....	*(Between route 97 and Crater) Diamond Lake, off route 7 miles*
REDWOODS (Calif.)	*(Between Crater and Crescent City) Oregon Caves Nat'l Monument*
SAN FRANCISCO, CALIF.....	*Muir Woods Nat'l Monument; Oakland; Berkley; University of California*
MONTEREY—CARMEL, CALIF.	*(Between San Francisco and Monterey) Big Basin, Santa Cruz Big Trees; (In Monterey area) 17 Mile Drive; Pt. Lobos State Park; Carmel Valley*
YOSEMITE NAT'L PARK (Calif.)	
KING'S CANYON NAT'L PARK (Calif.)	
SEQUOIA NATIONAL PARK (Calif.)	
SANTA BARBARA, CALIF.	

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
LOS ANGELES, CALIF.	*Beaches, Pasadena, Hollywood, Mt. Wilson, San Fernando Valley, Catalina Island*
SAN DIEGO CALIF.	*Tia Juana, Ensenada, Mexico, San Luis Rey and San Juan Capistrano Missions*
LAS VEGAS, NEVADA	
BOULDER DAM (Nevada-Ariz.)	*Boat trip on Lake Mead*
ZION NATIONAL PARK (Utah)	
BRYCE CANYON NAT'L PARK (Utah)	*Cedar Breaks Nat'l Monument*
GRAND CANYON, North Rim (Ariz.)	*(From Fredonia) Pipe Spring Nat'l Monument. (Between North and South Rims, Grand Canyon) Hopi Village of Moenkopi, road to Navajo Nat'l Monument, Monument Valley, Rainbow Bridge*
GRAND CANYON, South Rim (Ariz.)	*(From Flagstaff) Oak Creek Canyon, Sunset Crater, Montezuma Castle, Tuzigoot, Walnut Canyon and Wupatki Nat'l Monuments*
PETRIFIED FOREST NAT'L MON. (Ariz.)	
PAINTED DESERT (Ariz.)	*Canyon de Chelly Nat'l Monument*
SANTA FE, NEW MEXICO	*(From Gallup) Zuni Indian Pueblo, El Morro and Aztec Ruins Nat'l Monuments. (From Thoreau) Chaco Canyon Nat'l Mon. (From McCarty's) Acoma Indian Pueblo, Enchanted Mesa. (Between Santa Fe and Espanola) Bandelier Nat'l Monument*
RIO GRANDE VALLEY INDIAN PUEBLOS	
COLORADO SPRINGS, COLO.	*Pike's Peak, Garden of the Gods, Cheyenne Mountain. (From Pueblo) Royal Gorge*
ROCKY MT. NAT'L PARK (Colo.)	

NOTE: Read the "Day-by-Day Schedule" for this route for details as to route numbers, turn offs for suggested side trips, over-night stopping places, and mileage for each day's drive.

PURPLE ROUTE

A Trip through the South-Central West with a swing north to include Yellowstone and the Tetons.

Direct Mileage, without side trips or extra driving at Principal Points of Interest on the Main Route ..... *4,790 Miles*

Average Elapsed Time needed, to which must be added any extra days you desire ..... *25 Days*

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
COLORADO SPRINGS, COLO.	*Pike's Peak; Garden of the Gods; Cheyenne Mountain; (from Pueblo) Royal Gorge*
ROCKY MT. NAT'L PARK (Colo.)	
GRAND TETON NAT'L PARK (Wyo.)	*Town of Jackson; Teton Pass*
YELLOWSTONE NAT'L PARK (Wyo.)	*Beartooth Mountains — Cooke City to Red Lodge Highway, Montana*
SALT LAKE CITY, UTAH	*Great Salt Lake; Timpanogos Cave; Bingham Canyon Copper Pit*
RENO, NEVADA	*Virginia City, Gold Hill (Ghost towns)*
LAKE TAHOE (Calif.-Nevada)	
SAN FRANCISCO, CALIF.	*Muir Woods Nat'l Monument; Oakland; Berkeley; University of California*
MONTEREY — CARMEL, CALIF.	*(Between San Francisco and Monterey) Big Basin and Santa Cruz Big Trees; (In Monterey area) 17 Mile Drive; Pt. Lobos State Park; Carmel Valley*
YOSEMITE NAT'L PARK (Calif.)	
SANTA BARBARA, CALIF.	
LOS ANGELES, CALIF.	*Beaches; Pasadena; Hollywood; Mt. Wilson; San Fernando Valley; Catalina Island*
SAN DIEGO, CALIF.	*Tia Juana and Ensenada, Mexico; San Luis Rey and San Juan Capistrano Missions*
LAS VEGAS — BOULDER DAM (Nevada)	*Boat trip on Lake Mead*
ZION NATIONAL PARK (Utah)	
BRYCE CANYON NAT'L PARK (Utah)	*Cedar Breaks Nat'l Monument*
GRAND CANYON, North Rim (Ariz.)	*(Between Bryce and Grand Canyon) Pipe Springs Nat'l Monument; (between North and South Rim, Grand Canyon) Hopi village of Moenkopi; road to Navajo Nat'l Monument, Monument Valley, Rainbow Bridge*
GRAND CANYON, South Rim (Ariz.)	*(From Flagstaff) Oak Creek Canyon, Sunset Crater, Montezuma Castle, Tuzigoot, Walnut Canyon and Wupatki Nat'l Monuments*
PETRIFIED FOREST NAT'L MON. (Ariz.)	

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
PAINTED DESERT (Ariz.)	*Canyon de Chelly Nat'l Monument*
SANTA FE, NEW MEXICO	*(From Gallup) Zuni Indian Pueblo, El Morro and Aztec Ruins Nat'l Monuments. (From Thoreau) Chaco Canyon Nat'l Mon. (From McCarty's) Acoma Indian Pueblo, Enchanted Mesa*
RIO GRANDE VALLEY INDIAN PUEBLOS	

NOTE: Read the "Day-by-Day Schedule" for this route for details as to route numbers, turn offs for suggested side trips, over-night stopping places, and mileage for each day's drive.

GREEN ROUTE (Solid Line)

Similar to Purple Route but with the omission of the Tetons, Yellowstone, Bryce, Zion and North Rim of Grand Canyon and addition of the Indian country of Northern Arizona and New Mexico.

Direct Mileage, without side trips or extra driving at Principal Points of Interest on the Main Route ..... *3,600 Miles*

Average Elapsed Time needed, to which must be added any extra days you desire ..... *20 Days*

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
COLORADO SPRINGS, COLO.	*Pike's Peak, Garden of the Gods, Cheyenne Mountain, (from Pueblo) Royal Gorge*
ROCKY MT. NAT'L PARK (Colo.)	
SALT LAKE CITY, UTAH	*(Between the Park and Salt Lake City) Dinosaur Nat'l Monument. (Near Salt Lake) Great Salt Lake, Timpanogos Cave Nat'l Monument, Bingham Canyon Copper Pit*
RENO, NEVADA	*Virginia City, Gold Hill (Ghost towns)*
LAKE TAHOE (Calif.-Nevada)	
SAN FRANCISCO, CALIF.	*Muir Woods Nat'l Monument, Oakland, Berkley, University of California*
MONTEREY — CARMEL, CALIF.	*(Between San Francisco and Monterey) Big Basin, Santa Cruz Big Trees. (In Monterey area) 17 Mile Drive, Carmel Valley, Pt. Lobos State Park*
YOSEMITE NAT'L PARK (Calif.)	
LOS ANGELES, CALIF.	*Beaches, Pasadena, Hollywood, Mt. Wilson, San Fernando Valley, Catalina Island*
SAN DIEGO, CALIF.	*Tia Juana, Ensenada, Mexico. San Luis Rey, San Juan Capistrano Missions*
LAS VEGAS, NEVADA	
BOULDER DAM (Nevada-Ariz.)	*Boat trip on Lake Mead*
GRAND CANYON, South Rim (Ariz.)	*(From Flagstaff) Oak Creek Canyon, Sunset Crater, Montezuma Castle, Tuzigoot, Walnut Canyon and Wupatki Nat'l Monuments. (From Cameron) Moenkopi, Monument Valley, Navajo and Rainbow Bridge Nat'l Monuments*
PETRIFIED FOREST NAT'L MON. (Ariz.)	
PAINTED DESERT (Ariz.)	*Canyon de Chelly Nat'l Monument*
SANTA FE, NEW MEXICO	*(From Gallup) Zuni Indian Pueblo, El Morro and Aztec Ruins Nat'l Monuments. (From Thoreau) Chaco Canyon Nat'l Mon. (From McCarty's) Acoma Indian Pueblo, Enchanted Mesa*
RIO GRANDE VALLEY INDIAN PUEBLOS	

NOTE: Read the "Day-by-Day Schedule" for this route for details as to route numbers, turn offs for suggested side trips, over-night stopping places, and mileage for each day's drive.

EXPANDED GREEN ROUTE

Solid Green to Salt Lake City, Dotted Green Solt Lake City to Portland and then Son Francisco, Solid Green San Francisco to Los Angeles, Dotted Green Los Angeles to Grand Conyon, Solid Green Grand Canyon to Santa Fe.

Direct Mileage, without side trips or extra driving at Principal Points of Interest on the Main Route ..... *4,260 Miles*

(This is about 825 miles longer than the Solid Green Route, to either of which you add the mileage from your starting point to Colorado Springs, and from Santa Fe back to your starting point)

Average Elapsed Time needed, to which must be added any extra days you desire ..... *23 Days*

(Three days longer than the Solid Green Route)

The list below includes all Points of Interest appearing on the Solid Green Route except those between Salt Lake City and San Francisco, and between Los Angeles and Grand Canyon.

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
COLORADO SPRINGS, COLO.	*Pike's Peak; Garden of the Gods; Cheyenne Mountain; (from Pueblo) Royal Gorge*
ROCKY MT. NAT'L PARK (Colo.)	
SALT LAKE CITY, UTAH	*Dinosaur Nat'l Monument (between Rocky Mt. Nat'l Park and Salt Lake); Great Salt Lake; Timpanogos Cave; Bingham Canyon Copper Pits*
TWIN FALLS, IDAHO	*Sun Valley; Craters of the Moon Nat'l Monument*
LA GRANDE, OREGON	*Wallowa Mountains*
COLUMBIA RIVER GORGE (Ore.)	*Mt. Adams (in Washington State north of Hood River, Oregon)*
BONNEVILLE DAM (Ore.-Wash.)	
PORTLAND, OREGON	*Scenic Drive in Portland; Lambert Gardens*
MT. HOOD (Ore.)	*Cascade Mt. Area, from Bend, Oregon*
CRATER LAKE NAT'L PARK (Ore.)	*Diamond Lake*
LASSEN VOLCANIC NAT'L PARK (Calif.)	*Lava Beds Nat'l Monument; Mt. Shasta; Shasta Dam*
SAN FRANCISCO, CALIF.	*Muir Woods Nat'l Monument; Oakland; Berkley; University of California*
YOSEMITE NAT'L PARK (Calif.)	
LOS ANGELES, CALIF.	*Beaches; Pasadena; Hollywood; Mt. Wilson; San Fernando Valley; Catalina Island*
SAN DIEGO, CALIF.	*Tia Juana and Ensenada, Mexico; San Luis Rey and San Juan Capistrano Missions*
PALM SPRINGS, CALIF.	

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
OAK CREEK CANYON (Ariz.)	*(Just off the route from Clarkdale) Tuzigoot and Montezuma Castle Nat'l Monuments*
GRAND CANYON. South Rim (Ariz.)	*Sunset Crater, Walnut Canyon and Wupatki Nat'l Monuments*
PETRIFIED FOREST NAT'L MON. (Ariz.)	
PAINTED DESERT (Ariz.)	*Canyon de Chelly Nat'l Monument*
GALLUP, NEW MEXICO	*(From Gallup) Zuni Indian Pueblo and El Morro Nat'l Monument. (From route between Gallup and Albuquerque) Chaco Canyon and Aztec Ruins Nat'l Monuments; Acoma Indian Pueblo; Enchanted Mesa*
SANTA FE, NEW MEXICO	*(Between Santa Fe and Espanola) Bandelier Nat'l Monument*
RIO GRANDE VALLEY INDIAN PUEBLOS	

NOTE: Read the "Day-by-Day Schedule" for this route for details as to route numbers, turn offs for suggested side trips, over-night stopping places, and mileage for each day's drive.

ORANGE ROUTE

A Winter Trip through the Southwest and Central California

Direct Mileage, without side trips or extra driving at Principal Points of Interest on the Main Route ..... *3,525 Miles*

Average Elapsed Time needed, to which must be added any extra days you desire ..... *20 Days*

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
CARLSBAD CAVERNS NAT'L PARK (N. Mex.)	
EL PASO, TEXAS	
ALAMOGORDO—WHITE SANDS (N. Mex.)	
DOUGLAS, ARIZONA	*Chiracahua Nat'l Monument*
TOMBSTONE, ARIZONA	
NOGALES, ARIZONA	
TUMACACORI NAT'L MONUMENT (Ariz.)	
TUCSON, ARIZONA	*Saguaro Nat'l Monument*
YUMA, ARIZONA	*(Between Tucson and Yuma) From Picacho to Casa Grande Nat'l Monument; (from Gila Bend) Organ Pipe Cactus Nat'l Monument; Yuma Sands*
SAN DIEGO, CALIF.	*Tia Juana and Ensenada, Mexico; San Luis Rey and San Juan Capistrano Missions*
LOS ANGELES, CALIF.	*Beaches; Pasadena; Hollywood; Mt. Wilson; San Fernando Valley; Catalina Island; Palm Springs*
SANTA BARBARA, CALIF.	
MONTEREY — CARMEL, CALIF.	*(Just off route as you approach Monterey) Big Sur State Park; Pt. Lobos State Park; (from Monterey) 17 Mile Drive; Carmel Valley*
SAN FRANCISCO, CALIF.	*Muir Woods Nat'l Monument; Oakland; Berkley; University of California*
YOSEMITE NAT'L PARK (Calif.)	
LONE PINE, CALIF.	*Mt. Whitney area*
DEATH VALLEY NAT'L MON. (Calif.)	
LAS VEGAS, NEVADA	
BOULDER DAM (Nevada-Ariz.)	*Boat trip on Lake Mead*
BLYTHE, CALIFORNIA	*Palm Springs (If you didn't make the trip from Los Angeles. See Day-by-Day Schedule)*
PHOENIX, ARIZONA	*Superstition Mountain; Roosevelt Dam; Tonto Nat'l Monument*
TUCSON, ARIZONA (on return trip)	
EL PASO, TEXAS (on return trip)	

NOTE: Read the "Day-by-Day Schedule" for this route for details as to route numbers, turn offs for suggested side trips, over-night stopping places, and mileage for each day's drive.

DOTTED RED ROUTE

A "Southwest" Tour — a suggested Fall Trip

Direct Mileage, without side trips or extra driving at Principal Points of Interest on the Main Route ..... *3,205 Miles*

Average Elapsed Time needed, to which must be added any extra days you desire ..... *18 Days*

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
ROCKY MT. NAT'L PARK (Colo)	
COLORADO SPRINGS ,COLO.	*Pike's Peak, Garden of the Gods, Cheyenne Mountain*
RIO GRANDE VALLEY INDIAN PUEBLOS (New Mexico)	
SANTA FE, NEW MEXICO	*Bandelier Nat'l Monument*
PAINTED DESERT (Ariz.)	*(Between Santa Fe and the Painted Desert) Acoma Indian Pueblo; Enchanted Mesa; El Morro, Chaco Canyon, Aztec Ruins, and Canyon de Chelly Nat'l Monuments; and from Gallup, Zuni Indian Pueblo*
PETRIFIED FOREST (Ariz.)	
GRAND CANYON, South Rim (Ariz.)	*(From Flagstaff) Oak Creek Canyon; Sunset Crater, Montezuma Castle, Tuzigoot, Walnut Canyon and Wupatki Nat'l Monuments*
GRAND CANYON, North Rim (Ariz.)	*(Between Grand Canyon South and North Rims) Hopi Indian Village of Moenkopi; Monument Valley; Navajo Nat'l Monument; Rainbow Bridge. (Between North Rim and Zion) Pipe Springs Nat'l Monument*
BRYCE CANYON NAT'L PARK (Utah)	*(Between Zion and Bryce) Cedar Breaks Nat'l Monument*
ZION NATIONAL PARK (Utah)	
LAS VEGAS, NEVADA	
BOULDER DAM (Nevada-Ariz.)	*Boat trip on Lake Mead*
LOS ANGELES, CALIF.	*Beaches; Pasadena; Hollywood; Mt. Wilson; San Fernando Valley; Catalina Island*
SAN DIEGO, CALIF. (Optional)	*Tia Juana, Ensenada, Mexico (Between Los Angeles and San Diego) San Luis Rey and San Juan Capistrano Missions*
PALM SPRINGS, CALIFORNIA	
PHOENIX, ARIZONA	*Superstition Mountain; Roosevelt Dam; Tonto Nat'l Monument*
TUCSON, ARIZONA	*Saguaro Nat'l Monument; (Between Tucson and Nogales) Tumacacori Nat'l Monument*

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
DOUGLAS, ARIZONA	*(Between Douglas and Lordsburg) Chiricahua Nat'l Monument*
ALAMOGORDO, NEW MEXICO	*White Sands Nat'l Monument*
EL PASO, TEXAS	
CARLSBAD CAVERN NAT'L PARK (New Mexico)	

NOTE: Read the "Day-by-Day Schedule" for this route for details as to route numbers, turn offs for suggested side trips, over-night stopping places, and mileage for each day's drive.

DOTTED BLUE ROUTE

A Trip into the Pacific Northwest Territory

Direct Mileage, without side trips or extra driving at Principal Points of Interest on the Main Route ..... *4,365 Miles*

Average Elapsed Time needed, to which must be added any extra days you desire ..... *24 Days*

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
MT. RUSHMORE MEMORIAL (So. Dak.)	*Wind Cave Nat'l Park; Fossil Cycad and Jewell Cave Nat'l Monuments (all in the Black Hills area); and Devil's Tower Nat'l Monument in eastern Wyoming, from Moorcroft*
YELLOWSTONE NAT'L PARK (Wyo.)	*Beartooth Mountains, Cooke City to Red Lodge Highway, Montana*
GRAND TETON NAT'L PARK (Wyo.)	
GLACIER NAT'L PARK (Montana)	
LAKE COUER D'ALENE (Idaho)	
COULEE DAM (Wash.)	*Dry Falls State Park (one mile off route)*
MT. RAINIER NAT'L PARK (Wash.)	
OLYMPIC NAT'L PARK (Wash.)	*Drive along the Straits of Juan de Fuca to the Cape Flattery area*
ASTORIA, OREGON	*To Seaside and Cannon Beaches, Oregon*
PORTLAND, OREGON	*Scenic Drive in Portland; Lambert Gardens*
COLUMBIA RIVER GORGE (Oregon)	
BONNEVILLE DAM (Oregon-Wash.)	
LA GRANDE, OREGON	*Wallowa Mountains*
TWIN FALLS, IDAHO	*Sun Valley; Craters of the Moon Nat'l Monument*
SALT LAKE CITY. UTAH	*Great Salt Lake; Timpanogos Cave Nat'l Monument; Bingham Canyon Copper Pit; (Between Salt Lake City and Rocky Mt. Nat'l Park) Dinosaur Nat'l Monument*
ROCKY MT. NAT'L PARK (Colo.)	
COLORADO SPRINGS, COLO.	*Pike's Peak; Garden of the Gods; Cheyenne Mountain; (from Pueblo) Royal Gorge*

NOTE: Read the "Day-by-Day Schedule" for this route for details as to route numbers, turn offs for suggested side trips, over-night stopping places, and mileage for each day's drive.

DOTTED PURPLE ROUTE

A Central Western Trip

Direct Mileage, without side trips or extra driving at Principal Points of Interest on the Main Route ..... *2,150 Miles*

Average Elapsed Time needed, to which must be added any extra days you desire ..... *15 Days*

PRINCIPAL POINTS ON THE MAIN ROUTE	OPTIONAL SIDE TRIPS
COLORADO SPRINGS, COLORADO	*Pike's Peak; Garden of the Gods; Cheyenne Mountain; (from Pueblo) Royal Gorge*
ROCKY MT. NAT'L PARK (Colo.)	*(Near Utah border) Dinosaur Nat'l Monument*
SALT LAKE CITY, UTAH	*Great Salt Lake; Timpanogos Cave Nat'l Monument; Bingham Canyon Copper Pit*
BRYCE CANYON NAT'L PARK (Utah)	*(Between Bryce and Zion) Cedar Breaks Nat'l Monument*
ZION NATIONAL PARK (Utah)	*(Between Zion and North Rim, Grand Canyon) Pipe Spring Nat'l Monument*
GRAND CANYON, North Rim (Ariz.)	*(Between North and South Rims, Grand Canyon) Navajo Bridge; Moenkopi, a Hopi Indian village; and the road to Monument Valley, Rainbow Bridge and Navajo Nat'l Monuments*
GRAND CANYON, South Rim (Ariz.)	
FLAGSTAFF, ARIZONA	*San Francisco Peaks area; Sunset Crater and Wupatki Nat'l Monuments*
OAK CREEK CANYON (Ariz.)	
MONTEZUMA CASTLE NAT'L MON. (Ariz.)	
PETRIFIED FOREST NAT'L MON. (Ariz.)	
PAINTED DESERT (Ariz.)	*(From Chambers) Canyon de Chelly Nat'l Monument*
GALLUP, NEW MEXICO	*(From Gallup) Zuni Indian Pueblo and El Morro Nat'l Monument. (From route between Gallup and Albuquerque) Chaco Canyon and Aztec Ruins Nat'l Monuments and Acoma Indian Pueblo and Enchanted Mesa*
SANTA FE, NEW MEXICO	*(Between Santa Fe and Espanola) Bandelier Nat'l Monument*
RIO GRANDE VALLEY INDIAN PUEBLOS (New Mexico)	*Most of the pueblos between Santa Fe and Taos are off the road from one to four miles*

NOTE: Read the "Day-by-Day Schedule" for this route for details as to route numbers, turn offs for suggested side trips, over-night stopping places, and mileage for each day's drive.

PHOTOGRAPHIC DATA

and the illustrations in this book

THE illustrations in this book have been selected with two main objectives in mind. First, to show the scenes as they are — record shots — what the average tourist will or can see, without making "expeditions" to reach some isolated area. In the selection "artiness" has been intentionally avoided for too many such are so for from presenting the scene as you will see it that you wouldn't recognize the place once you got there. The pictures in these pages should help you decide what you most wish to see, which is a primary factor in the selection of your route.

Second, these pictures are the kind anybody can shoot, experienced or not, and regardless of equipment so long as it is capable of shooting a good picture. To help you accomplish that result, I have given suggested exposure data with each picture — a basic guide that should be a considerable improvement over "guessing". Absolutely correct exposure, especially for color, cannot be secured by any such rule of thumb guide as my suggestions must necessarily be. Conditions change from day to day, time of year is a factor, and whether surfaces are dry or damp affects the calculation.

But years of contact with tourists with cameras encourages me to believe that if they will follow the exposure suggestions given they will return home with a much better lot of pictures than they otherwise would. Believe it or not, half the tourists haven't the slightest idea as to what film they have in their camera, and on two occasions the befuddled individuals weren't too sure whether their film was black and white or color.

Those of you with light meters will want to at least check your calculations against the suggestions given — it might catch an error in reading or otherwise help you in making your own calculations. I have been to many of the places illustrated many times and I have endeavored to strike an average on conditions I anticipate you will encounter. Of course, all calculations are based on full sunlight (no overcast or cloud shadows blanketing the major areas of the scene), and at approximately the time of day given for "best" pictures.

Perhaps this latter data is the most valuable of that given with the illustrations, for the best time of day for good pictures at any location is, invariably, also the best time to view the subject.

Below is listed the most popular films (black and white and color, stills and movies) arranged in groups as to film speeds. Once you know what group your film falls in, follow the exposure suggestions for that group, disregarding all others.

Read the data given below and keep in mind the symbols and the basic shutter speeds for each film group as space will not permit repeating film names, whether black and white or color, stills or movies, and other details that would consume too much space and be too repetitious.

BLACK AND WHITE — STILLS

FILM GROUP "A"	FILM GROUP "B"	FILM GROUP "C"
Commercial Ortho (Eastman)	Isopan (Ansco)	Ortho X (Eastman)
Panatomic X (Eastman)	Plenachrome (Ansco)	Super Ortho Press (Eastman)
Pentagon (Defender)	Plus X (Eastman)	Superpan Press (Ansco)
F. G. Pan (Defender)	S. S. Plena (Ansco)	Super XX (Eastman)
Portrait (Defender)	Superpan Portrait (Ansco)	Triple S Ortho (Ansco)
Superchrome (Gevaert)	Supreme (Ansco)	Ultra Speed Pan (Ansco)
	Verichrome (Eastman)	

Exposure suggestions for black and white still cameras, given with each illustration, are for diaphragm settings at a shutter speed of 1/50 of a second, without any filter. It is recommended that a K2 filter be used on all the above films (to secure better sky tones and to register clouds.) If K2 filter is used either use 1/25 of a second shutter speed at suggested diaphragm openings or open diaphragm one full f/ stop more than suggestions given and at 1/50 of a second. The 1/50 is recommended for all hand held cameras as camera movement at 1/25 of a second shutter speed may cause slight blurring.

BLACK AND WHITE — MOVIES

FILM GROUP "MA"	FILM GROUP "MB"	FILM GROUP "MC"
Hypan Rev. (Ansco) Super X Pan (Eastman)	Supreme Neg. (Ansco)	Super XX Pan Rev. (Eastman) Triple S Pan Rev. (Ansco)

Exposure suggestions for black and white movies are for diaphragm settings at a shutter speed of 1/30 of a second. If your camera operates at other than this shutter speed you will be obliged to calculate the percentage difference and vary your diaphragm settings accordingly. A K2 filter is recommended for use with the above films and if used, open your lens diaphragm one full f/ stop more than the suggested settings given with each illustration. This filter will help cut down the speed of Group "MC" to where it is usable under light conditions calling for a smaller stop than your lens may have.

COLOR — STILLS AND MOVIES

FILM GROUP "CA"	FILM GROUP "CMB"	FILM GROUP "CC"	FILM GROUP "CD"
Ansco Color—All Kodachrome—Roll Film	Kodachrome and Ansco Movies—8mm, 16mm	Kodachrome and Ektachrome—cut sheet	Kodacolor
Exposure suggestions given are for diaphragm settings at a shutter speed of 1/50 of a second.	*Exposure suggestions given are for diaphragm settings at a shutter speed of 1/30 of a second.*	*Exposure suggestions given are for diaphragm settings at a shutter speed of 1/5 of a second, with camera on tripod.*	*Exposure suggestions given are for diaphragm settings at a shutter speed of 1/50 of a second.*

It is recommended that an Eastman CC13 or CC14 or a Harrison C 1/8 filter be used on all color except Group "CD" for shooting between the hours of 9 o'clock a.m. and 3 o'clock p.m. These filters are especially recommended for use at high altitudes. If you wish to make further color correction, a color temperature meter and proper filters will be necessary.

VARYING THE EXPOSURE WITH CHANGE IN SHUTTER SPEEDS

If you desire to take still pictures at 1/25 of a second shutter speed instead of the 1/50 on which all calculations are based in the exposure data given, use the *next smaller diaphragm opening* than that recommended; if you want to use 1/100 of a second shutter speed to stop moderate action, use *next larger diaphragm opening* than the one suggested.

STANDARD DIAPHRAGM SETTINGS

Practically all present day camera lenses are marked with one or the other of the two systems listed below.

	2.8	4	5.6	8	11	16	22	32
or	3.2	4.5	6.3	9	12.5	18	25	

If a suggested exposure is given at f/10, open diaphragm 1/3rd of the way toward f/8 (from f/11). If suggestion is for f/6.3, close diaphragm 1/3rd toward f/8 (from f/5.6). If suggested diaphragm setting is for f/32 @ 1/50 of a second and your lens will stop down only to f/22, make the shot at 1/100 of a second at f/22, which will give you the same exposure as will 1/50 @ f/32, and so on for any other suggested f/ stops.

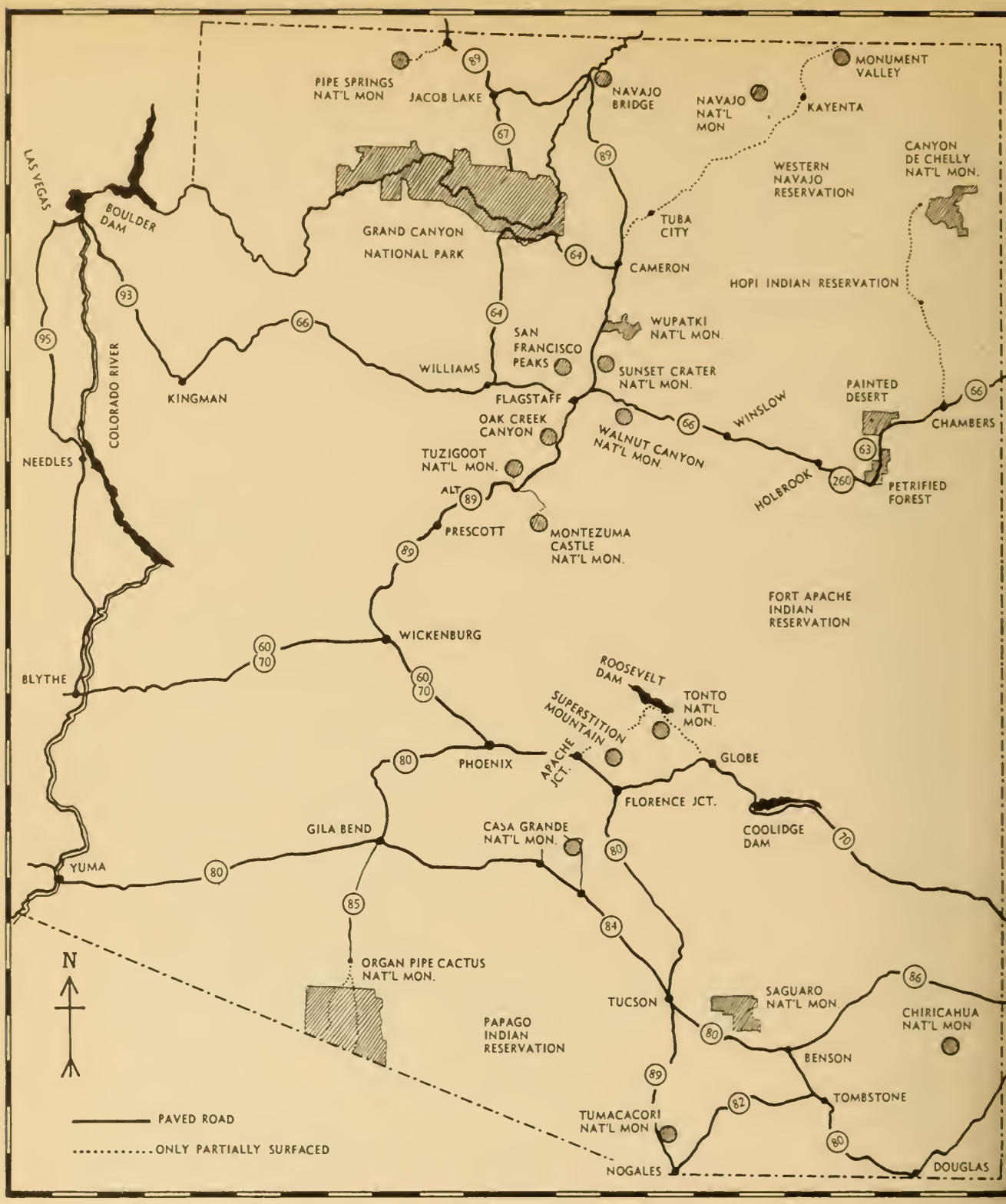
"NORMAL" EXPOSURES

In order to eliminate the necessity for repeating exposure data for all film groups when the subject calls for a "normal" or near normal exposure, the following shutter speeds and diaphragm settings for each film group are given as a standard for what will hereafter be called a "normal" exposure.

Film Group "A" 1/50 @ f/11	Film Group "B" 1/50 @ f/16	Film Group "C" 1/50 @ f/22	Film Group "MA" f/14	Film Group "MB" f/20
Film Group "MC" f/29	Film Group "CA" 1/50 @ f/6.3	Film Group "CMB" f/8	Film Group "CC" 1/5 @ f/22	Film Group "CD" 1/50 @ f/10

The exposures for black and white do not allow for exposure compensation when filter is used. If a K2 filter is used, open the diaphragm one full f/ stop or use the suggested f/ stop with 1/25 second shutter speed instead of 1/50 as given. No compensation is necessary for the two color filters suggested.

ARIZONA SECTION



ARIZONA

Newest star in the American flag (admitted in 1912), ranks fifth in area and forty-third in population. From north to south the State stretches 390 miles, and 335 miles from east to west. Area, 113,909 square miles. In elevation it ranges from near sea level in the southwest corner up to the 5,000 to 7,500 foot plateaus in the northern part of the State. Highest point is Humphrey Peak, 12,611 feet, one of the San Francisco Peaks near Flagstaff. Mean annual temperature 62 degrees; mean annual precipitation, 13". State Capital, Phoenix.

ARIZONA

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	Boulder Dam	Kingman	93-466	83 miles
	Kingman	Grand Canyon Junction	66	132 "
	Grand Canyon Junction	Grand Canyon	64	59 "
	Grand Canyon	Cameron	64	57 "
	Cameron	Navajo Bridge	89	73 "
	Navajo Bridge	Jacob Lake	89	41 "
	Jacob Lake	North Rim, Grand Canyon	67	44 "
	North Rim, Grand Canyon	Utah State Line	67-89	86 "
BLUE ROUTE	Utah State Line	North Rim, Grand Canyon	89-67	86 "
	North Rim, Grand Canyon	Jacob Lake	67	44 "
	Jacob Lake	Navajo Bridge	89	41 "
	Navajo Bridge	Cameron	89	73 "
	Cameron	Grand Canyon, South Rim	64	57 "
	Grand Canyon	Grand Canyon Junction	64	59 "
	Grand Canyon Junction	Flagstaff	66	34 "
	Flagstaff	Holbrook	66	92 "
	Holbrook	Petrified Forest	260	19 "
	Petrified Forest	Painted Desert	63	22 "
	Painted Desert	New Mexico border	66	49 "

PURPLE ROUTE — Same as Blue Route across Arizona

GREEN ROUTE	Boulder Dam	Kingman	93-466	83 "
	Kingman	Grand Canyon Junction	66	132 "
	Grand Canyon Junction	Grand Canyon	64	59 "
	Grand Canyon	Cameron	64	57 "
	Cameron	Flagstaff	89	51 "
	Flagstaff	Holbrook	66	92 "
	Holbrook	Petrified Forest	260	19 "
	Petrified Forest	Painted Desert	63	22 "
	Painred Desert	New Mexico Border	66	49 "
GREEN ROUTE Dotted Line	Blythe	Wickenburg	60-70	114 "
	Wickenburg	Prescott	89	59 "
	Prescott	Flagstaff	89 Alt	93 "
	(From Flagstaff east follow regular Green Route)			
ORANGE ROUTE	New Mexico Line	Tombstone via Douglas	80	97 "
	Tombstone	Nogales	82	73 "
	Nogales	Tucson	89	66 "
	Tucson	Picacho	84	49 "
Going West	Picacho	Coolidge	87	19 "
	Coolidge	Casa Grande	87	26 "
	Casa Grande	Gila Bend	84	59 "
	Gila Bend	Yuma	80	119 "
ORANGE ROUTE	Blyrhe	Phoenix via Wickenburg	60-70	166 "
	Phoenix	Florence Junction	60-70	49 "
	Florence Junction	Tucson	80-89	82 "
Going East	Tucson	Benson	80	49 "
	Benson	New Mexico Border	86	85 "
	(Alternate route from Florence Junction)			
	Florence Junction	Globe	60-70	43 "
	Globe	New Mexico Border	70	132 "

DOTTED RED across northern Arizona same as SOLID BLUE, except in reverse order — same as SOLID ORANGE across southern Arizona.

DOTTED PURPLE same as SOLID BLUE.

PRINCIPAL POINTS OF INTEREST IN ARIZONA

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

BOULDER DAM (See Nevada)

CANYON DE CHELLY NATIONAL MONUMENT
(Desert side trip from near the Painted Desert)

Canyon de Chelly and Canyon del Muerto; red rock cliffs containing numerous ruins of ancient cliff dwellings, the most famous being the White House. Navajo country. About 60 miles north of Route 66 —from Chambers, Arizona.

CASA GRANDE NATIONAL MONUMENT
(Short side trip from Orange and Dotted Red Routes)

Ruins of an early Indian communal dwelling, showing adobe construction of that period. Museum. At Coolidge, south of Phoenix.

CHIRICAHUA NATIONAL MONUMENT
(Side trip from Orange and Dotted Red Routes)

Unique, eroded rock formations in an interesting desert and mountain setting. Southeast Arizona, north of Douglas.

FLAGSTAFF
(On Blue, Purple, Green and Dotted Red and Purple Routes)

Lowell Observatory; Museum of Northern Arizona (Indian); headquarters for trips to San Francisco Peaks area, Sunset Crater, Oak Creek Canyon, Montezuma Castle, Walnut Canyon and Wupatki.

GRAND CANYON NATIONAL PARK ★★★★
(South Rim all routes except Orange and Dotted Blue; North Rim on all routes except Green, Orange and Dotted Blue)

North of Williams and Route 66 — 59 miles to South Rim, open all year. North Rim reached by one road (Route 89) from north or from the south. North Rim open June 1st to October 1st.

HOPI INDIAN VILLAGES
(Desert side trips from all routes between North and South Rims of Grand Canyon)

The Hopi Reservation lies north and east of Grand Canyon. The Hopis live in pueblos, most of them atop mesas, along the northern fringe of the Painted Desert. Moenkopi, the farthest west village, can be visited on a side trip from Route 89, on the way from South to North Rim of the Grand Canyon.

MONTEZUMA CASTLE NATIONAL MONUMENT ★
(Side trip from Expanded Green Route or from Flagstaff)

Large prehistoric cliff dwelling ruin. One of the best preserved in the Southwest. Near Cottonwood, about 60 miles south of Flagstaff.

MONUMENT VALLEY
(Side trip, desert road, from Cameron, northeast of Grand Canyon.)

A mile high, dome-shaped valley studded with buttes, spires and pillars of red sandstone, upthrust for several hundred feet above the Valley floor. The area lies in northern Arizona and extends into southern Utah. Reached by desert road. About 100 miles northeast of Cameron.

NAVAJO BRIDGE
(On all routes between South and North Rims of Grand Canyon.)

Famous span across the Colorado River on Route 89. Colorful Vermilion Cliffs form a backdrop for this Marble Canyon area.

NAVAJO NATIONAL MONUMENT
(Same road as to Monument Valley)

In the Navajo Indian Reservation, northeast Arizona. Site of cliff dwelling ruins, the better known being Betatakin, Keet Seel, and Inscription House.

OAK CREEK CANYON ★★★
(Near all routes through Flagstaff)

A 20 mile long canyon, starting 13 miles south of Flagstaff. Often called "Grand Canyon in Miniature". Good highway runs the length of the Canyon, along Oak Creek.

ORGAN PIPE CACTUS NATIONAL MONUMENT
(Side trip from Gila Bend, from Orange and Dotted Red Routes)

An extensive area with vegetation dominated by a rare cactus that grows perpendicular stems twenty and more feet in height. On Arizona-Mexico border 55 miles south of Gila Bend.

PAINTED DESERT ★★
(On Blue, Purple, Green and Dotted Red and Purple Routes)

Brilliantly colored, eroded dunes and rocky plateaus, extending from Route 66 north 75 miles to the Hopi Indian Reservation. Excellent views of the Desert from Highway 66, east of Holbrook and north of the Petrified Forest.

PETRIFIED FOREST NATIONAL MONUMENT ★★
(On Blue, Purple, Green and Dotted Red and Purple Routes)

A large area containing five separate forests of petrified wood, a bridge of agate, and Newspaper Rock covered with ancient hieroglyphic writings. East of Holbrook 19 miles on Route 260, and 20 miles south of the Painted Desert.

PHOENIX ★★

(On Orange and Dotted Red Routes)

State Capital; Mountain Park, largest city park in the world; largest Indian School in U. S.; Hieroglyphic Canyon; Heard, Arizona and Pueblo Grande Museums.

PIPE SPRING NATIONAL MONUMENT

(Just off routes between Zion and Grand Canyon)

Old stone fort, "Winsor Castle", built by Mormons in the 1860's. Housed first telegraph office in Arizona. A side trip west from Route 89, at Fredonia.

RAINBOW BRIDGE NATIONAL MONUMENT

(Reached by same road that leads to Monument Valley)

This giant arch of sandstone is higher than the Capitol Building in Washington, D. C. The Bridge is across the line in Utah, but is listed here because it is most accessible from Arizona roads. It is a two-day pack trip in and out, from the Rainbow Lodge.

SAGUARO CACTUS NATIONAL MONUMENT ★★

(On Orange and Dotted Red Routes, near Tucson)

One of the finest groves of giant Saguaro Cactus. Also Colossal Cave, near the south border of the Monument.

SAN FRANCISCO PEAKS

(On all routes through Flagstaff)

A group of three peaks that rise to 12,611 feet from the 7,000 foot plateau just north of Flagstaff. Highest point in Arizona.

SUNSET CRATER NATIONAL MONUMENT ★

(Near Flagstaff, directly on Green Route)

A volcanic crater topped with a rust-colored cone, in the midst of extensive lava flows. Ice caves. Near Route 89, north of Flagstaff.

SUPERSTITION MOUNTAIN

(On Orange and Dotted Red Routes, near Phoenix)

Famous in legend, and a landmark since the days of the Spanish explorers. Picturesque desert vegetation surrounds the mountain. East of Phoenix, near Apache Junction.

TOMBSTONE

(On Orange and Dotted Red Routes)

A roaring mining town of the late 1870's and early 1880's, now a ghost town with many fine old relics of by-gone days.

TONTO NATIONAL MONUMENT

(A side trip from Orange and Dotted Red Routes)

Two ruins of large adobe dwellings of the early fourteenth century. Near Roosevelt Dam. Reached by Apache Trail Highway, east of Phoenix.

TUCSON ★★

(On Orange and Dotted Red Routes)

University of Arizona; State Museum; ruins of Fort Lowell; Old Spanish Mission, San Xavier del Bac; "Old Tucson"; Sentinel Peak Park; Saguaro National Monument.

TUMACACORI NATIONAL MONUMENT

(On Orange and Dotted Red Routes)

Ruins of old Tumacacori Mission, original buildings of which date back to 1696. Present building about 150 years old. South of Tucson 55 miles on Route 89.

TUZIGOOT NATIONAL MONUMENT

(On Expanded Green Route or other routes from Flagstaff.)

Ruins of three large pueblos, atop a hill overlooking the Verde Valley. Excavations have unearthed many interesting artifacts which can be seen at the museum. Near Cottonwood, just off Route 89 Alternate.

WALNUT CANYON NATIONAL MONUMENT

(On all routes east from Flagstaff)

A collection of cliff dwelling ruins — a community of individual dwellings occupied between 900 and 1100 A. D. Just off Route 66 a few miles east of Flagstaff.

WUPATKI NATIONAL MONUMENT

(Near Flagstaff, directly on Green Route)

Ruins of large pueblo structure which originally contained 125 rooms. Lesser ruins in the vicinity. Well preserved. About 5 miles off Route 89, half way between Flagstaff and Cameron.

ARIZONA

ARIZONAC, an early Papago Indian settlement near the present city of Nogales, gave the youngest State in the Union its name of Arizona; young in Statehood but old in the records of white man's exploits on this continent.

Early Spanish explorers broke trails through the deserts of the south into the timbered high plateaus of the north, three-quarters of a century before the Pilgrims set foot on Plymouth rock. The first white "tourist" to view the splendors of Grand Canyon arrived at the South Rim in 1541 — one Don Garcia Lopez de Cardenas, a captain in Coronado's first expedition into the Southwest.

Juan de Onate took possession of the Hopi country for his King and Spain in 1598, almost two hundred years before George Washington became President. And civilization was old in Arizona before the coming of the white man. The Hopi village of Oraibi is believed to be the oldest continuously occupied community in the U. S.

Arizona's natural beauty — a beauty of spectacular contrasts — is as captivating today as when first glimpsed by the gold-hungry adventurers of Coronado's time. Contrary to much erroneous belief, the State is not one immense desert, although the deserts are one of the most interesting of the State's attractions. Elevations in Arizona vary from 150 feet above sea level, around Yuma, to the high plateaus of the north — 7,000 feet around Flagstaff, 9,000 feet on the North Rim of Grand Canyon. The State also has high mountains, bountifully productive valleys, and one of the largest stands of pine timber in the United States.

The principal desert areas — the sand and cactus deserts — are found in the southern part of the State. In terms of sparse vegetation, the northeastern territory is another kind of desert, though less true to the usual concept. The State's mountains range from the barren, ore-laden hills along the Colorado River to the verdant White Mountains in the southeast, on up to the San Francisco Peaks at Flagstaff that tower to an elevation of 12,611 feet — the highest point in Arizona.

If you are the average traveler you will not have the time, nor perhaps the inclination, to explore the out-of-the-way areas, but you do want to know what can be seen on or adjacent to the main traveled routes indicated on the State Map. It is a duplication of that portion of the large Route Map, to which has been added some supplementary data.

This section groups the principal tourist attractions in Arizona under four main designations — "Scenic Highlights" — subjects "Of Historical and Archeological Interest" — "Indians of Arizona" — "Cities and Towns". You can readily select what interests you most, and what your schedule will permit.

Scenic Highlights

Arizona is a tremendously colorful State, with infinite variety, strong contrasts, and endless surprises. In a drive across it in any direction you will encounter kaleidoscopic changes in scene — every hour something new, something different.

Not all tourists will agree as to what is most impressive, what is most spectacular, or most interesting. My suggestions as to what ranks first, or second, or as to what is of less consequence to the "average" tourist, are not based merely upon my years of contact with the territory, but more by the number of tourists who visit each spot listed. The top spots have been selected by popular vote, as it were.

The suggestions in these pages are made to help you see the most of the best in the least time, with minimum effort, and to give you the facts — not tourist propaganda — about each major attraction. There are many off-the-beaten-path spots that are extremely fascinating, but you should know that some of them necessitate slightly hazardous expeditions, not to be undertaken without a full appreciation of the possible difficulties. Ignorance of such conditions can lead to unfortunate and uncomfortable experiences. The facts as to such conditions are a part of the description of the subjects involved.

The following Scenic Highlights are presented in alphabetical order, for easy reference only; the order of listing does not indicate relative importance. I suggest you read those sections of the "Daily Schedule," for your route, that cover the Arizona part of your trip.

CANYON DE CHELLY NATIONAL MONUMENT

This and its tributary companions, Canyon del Muerto and Monument Canyon, lie in the heart of the Navajo Indian Reservation, near the Arizona-New Mexico border some 60 miles north of Route 66. Red sandstone cliffs rise as smooth walls to a height of 500 feet above the white sands of the Canyon floor. The Monument area, comprising about 83,000 acres, contains the ruins of the largest cliff dwellings in Arizona, the best known being the White House. There are more than 190 ruins in the area.

The road around the rim is safe and can be negotiated in your own car but it is unwise to attempt any driving in the sandy washes or the Canyon floor as these sands are treacherous. But special auto trips and horses are available at headquarters for such explorations.

This is the area where Kit Carson's expedition rounded up and starved many of the Navajos into submission before they were moved to their first reservation in 1864. Later, the present Navajo Reservation, extending across northern portions of Arizona and New Mexico, re-established the tribe in its ancestral homeland. The Navajos today live in and around Canyon de Chelly much as they did before Carson forced them to take the "Long Walk".

Be sure you have plenty of gas, oil and water, and proper road directions. The shortest route is from Route 66 at Chambers, proceeding to Klagetoh and Ganado and north to Chinle (Monument Headquarters). Return to Ganado then turn east to Route 68 near St. Michaels and on to Route 666, then south into Gallup, New Mexico.

No specific photographic data is given because there are dozens of pictures from as many angles. But in full sun, use 1/2 f/ stop smaller than for a "normal" exposure. A K2 filter on Ortho film will give you dramatic results. Be sure to give double the exposure if you use the filter.

CHIRICAHUA NATIONAL MONUMENT

This "Wonderland of Rocks" was the early hideout for the raiding Apaches of southern Arizona. The forty-five hundred acre area is a tumbled mass of unique rock formations — pillars, cliffs, balanced rocks and "sculptured" figures, in vari-colored hues. Hiking trails lead from the road to the better formations, although the general character of this weird land can be seen from your car.

This attraction is suggested on the Winter trip (Orange route) only, as you might find summer heat (100 and up) somewhat uncomfortable. The Monument can be reached, over desert roads, from either Route 80, near Douglas, or from Route 86 at San Simeon. Check on roads locally.

Photographically you are on your own as there are hundreds of tempting pictures and no one formula can fit them all. Remember, desert sun and dry, clear air call for at least 1/2 f/ stop less exposure than for "normal" conditions. A K2 or G filter, on Pan film will make Chiricahua formations stand out against a darkened sky tone. One full f/ stop more exposure for K2, 1-1/2 f/ stop more for G filters.

GRAND CANYON NATIONAL PARK

"Ours has been the first and will doubtless be the last party of whites to visit this altogether valueless locality", reported a Lieut. Joseph Ives after returning as head of a Government exploratory party to Grand Canyon in 1852. Several hundred thousand visitors check in at Grand Canyon every year, every one of whom refutes the Lieutenant's prediction, by his presence, and every one of whom will disagree with his pessimistic estimate of its "value".

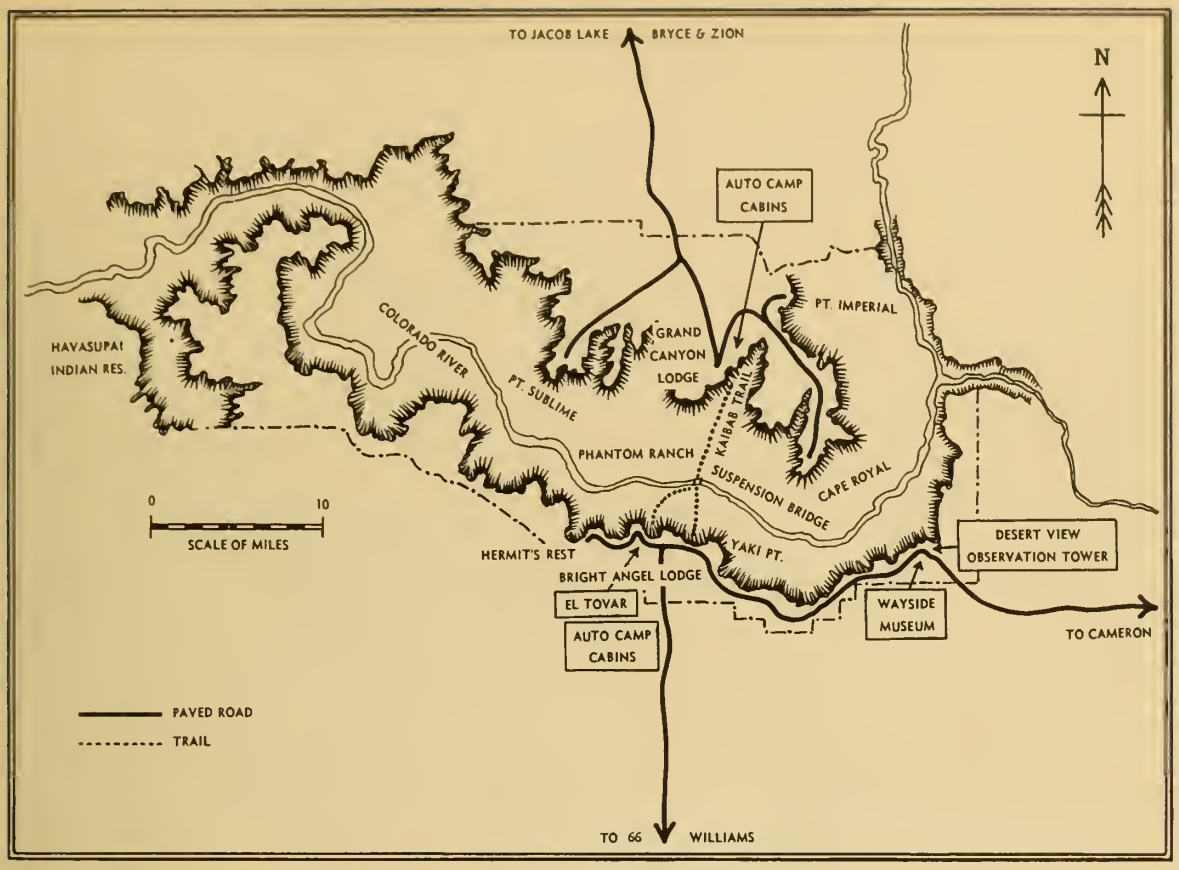
Grand Canyon's stupendous vastness and its warm-hued, sculptured forms cannot be comprehended until seen and then words cannot describe the spectacle when you see it. One writer admitted the inadequacy of his descriptive powers with this, "It (the Canyon) has swallowed all the words in the dictionary suitable for the impression it makes on the eye, and it still remains undescribed".

The Canyon is 4 to 18 miles in width and is approximately one mile deep. Although the Park boundaries include more than 100 miles east to west, only about 35 miles of the South Rim is readily accessible by the road which parallels the Rim. There is no rim road on the North Rim, but roads lead to four major viewpoints.

The average elevation of the South Rim is about 7,000 feet; that of the North Rim 8,000 to 9,000 feet. Climatic conditions are similar on both rims in summer, but the North Rim is snowed in during the winter months.

South Rim. If you approach the Canyon from Route 66 the road brings you into Canyon Village. You park, and a walk of a hundred yards brings your first glimpse of the awe-inspiring sight, which, in the words of John Muir "Seems a gigantic statement for even Nature to make, all in one mighty stone word."

A trail follows along the Rim for some distance, but you will see more in less time by car, stopping at each of the many side road viewpoints. If you have come from Route 66, first take the drive west from the Village to Hermit's Rest, about 8 miles. If you are going to the North Rim, or to Zion and Bryce, you will see the 25 miles of rim east of the Village as you go to Cameron and Route 89. If you reach the South Rim from



GRAND CANYON NATIONAL PARK

the North Rim, your first view of the South Rim will come at Desert View, from which you will follow the rim west 25 miles to Canyon Village. Do not pass up any of the turnouts to the viewpoints along the way — and do not forget the trip west the 8 miles to Hermit's Rest.

If you have an extra day and can hang onto the back of a mule, by all means take the trip down into the Canyon and the Colorado River. Do not attempt the trip on foot unless you are a hardened climber, and then only with sufficient food and water. As the Rangers say, "It is only 7.8 miles to the bottom of the Canyon, but it is 78 miles back, if you are afoot." To test my own endurance I once hiked down to the 2-mile post but by the time I got back up the trail my admiration for the stamina of the lowly mule had risen to extravagant heights. Regularly scheduled, escorted trips make it down and back in one day although you can stay overnight, or longer, at Phantom Ranch in the bottom of the Canyon. From there two other trail strips are available — one to the Tonto Platform and Clear Creek; the other the Kaibab Trail to the North Rim by way of the Suspension Bridge and up the 5,800 foot climb to the rim. The trail distance from rim to rim is about 21 miles.

South Rim Season. Roads and accomodations are open all year at Canyon Village on the South Rim.

South Rim Photographic Suggestions. Before you can snap the shutter on your first picture some well-intentioned tourist will probably inform you — positively — that you won't get a thing; that you are wasting your film. Do not let him disturb you — it isn't true. With ordinary care you can make excellent pictures of Grand Canyon unless you happen to hit a day when storms or unusually bad atmospheric conditions thwart your efforts. For best results in black and white use Ortho film (Verichrome, Plenachrome, Super Ortho Press) with K2 filter. This filter on Ortho calls for a little more than one full f/ stop more exposure than when film is used with no filter.

Angle of light, time of day and atmospheric conditions all influence results. For black and white, shoot before 10 a.m. or after 3 p.m. and toward the northeast in the morning, toward the northwest in the afternoon, to get sufficient shadow areas to give emphasis to the form. Dur-

GRAND CANYON — *from South Rim east of Village*

Best time of day — before 10 a.m. after 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

ing the middle of the day most shots are too flat and there is likely to be too much haze. Atmospheric conditions are best after a rain — especially for color shooting. For color, shoot at angles that give sufficient modeling but more flat-lighted than for black and white. Early and late light adds a pleasant warmth to the general color effect, but you should use flatter light and only expect the results to be excessively on the warm side. The best color shot I ever got at the Canyon was made at 7 a.m., in early September, the morning after a heavy rain. The Canyon was full of clouds when I set up my equipment at 6 o'clock, but as the sun worked into the Canyon the clouds lifted and sat, conveniently, on the far rim until I finished shooting. I shot with the sun at about 90 degrees to the camera axis.

One of the best areas for both morning and afternoon shooting along the South Rim is between Canyon Village and Hermit's Rest. There are several effective compositions which can include a portion of the Colorado River and excellent ones for late afternoon, effect shots, toward the sun. You will know what I mean when you see them.

The Trip from the South Rim to the North Rim of the Canyon. The West is big country, and not criss-crossed with county line roads, as you will learn in going from one to the other rim of Grand Canyon. It is only 12 to 18 miles as the crow flies and about 21 miles by trail, but 215 miles by road. If time permits take in some of the unusual and worthwhile sights along this 215 mile stretch.

Going from the South Rim to the North Rim the first spot that deserves a pause is the Canyon of the Little Colorado River, near Cameron. And make a stop at Cameron, one of the most interesting Trading Posts on the route. You will probably find two or three families of Navajos trading

(left) GRAND CANYON — *from South Rim, on Hermit's Rest Road*

Best time of day — before 10 a.m. or after 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

GRAND CANYON — *from North Rim at Bright Angel Point*

SUGGESTED EXPOSURES — see Photographic Data page for instructions *Best time of day—after 3 p.m.*

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

a bag of wool or a lamb carcass for some plain or fancy store goods, or perhaps a little "hock-shop" transaction, turning some fine silver and turquoise jewelry into ready cash, or to establish credit. This jewelry is the Navajo's "bank account", on which he falls back between wool seasons.

About 10 miles north of Cameron a road takes off to the east for Tuba City and the Hopi Indian village of Moenkopi — a 25 mile round trip detour from Route 89, and well worth the two hours it will require.

As you go on north you will see Navajo hogans, a patch of Indian corn here and there, and flocks of sheep and goats being herded by a multi-skirted Navajo maid, afoot or horseback, accompanied by the ever-present kid brother.

As you approach Marble Canyon and Navajo Bridge the Vermilion Cliffs form a brilliant, warm-hued backdrop, to the east and north. Under an afternoon sun they offer excellent possibilities for some fine color shots, especially if you are lucky enough to catch a typical Arizona cloud sky. The drive from Jacob Lake to the North Rim is through the beautiful Kaibab Forest — white-barked Aspen silhouetted against the dark greens of luxuriant pines.

North Rim. The views, the formations and the general character of the North Rim are all sufficiently different from those on the South Rim to more than justify the 88 mile roundtrip in from Jacob Lake. This rim averages 1,200 feet higher

NAVAJO BRIDGE
Vermilion Cliffs

Best time of day — noon to 4 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

than the South Rim, and the character of the formations gives the visitor the feeling of being closer to the Canyon, in fact, almost right out in it. You also get the fine panoramic view of the South Rim wall, and the great expanse across the plateau to the San Francisco Peaks, 70 miles to the south.

There is no rim drive paralleling the Canyon as on the South Rim, but good roads lead from Bright Angel Point to three lookout areas — Pt. Imperial 8 miles to the east, Cape Royal 27 miles to the southeast and Pt. Sublime, 26 miles to the west. Pt. Imperial is the highest viewpoint on the North Rim (8,800 feet). Across to the south and east Houserock Valley, the Vermilion Cliffs, and the Hopi and Navajo country spreads on and on to the distant horizons. Cape Royal is considered by many as the best viewpoint on the North Rim. From Pt. Sublime you get a magnificent view of the heart of the Canyon and a considerable stretch of the Colorado River.

The only trail into the Canyon from the North Rim is the cross-canyon Kaibab, which leads down through Roaring Springs Canyon to Bright Angel Creek, and down the Creek to the Colorado River across the Suspension Bridge and on up to the South Rim. Only the strongest climbers should attempt the trip on foot, to the River and back, as the climb is rather precipitous plus the 5,850 feet you have to lift your weight. Take a mule, he is hardened to it.

North Rim Season. Hotel accomodations are available only from May 30th to September 30th, although the road from Jacob Lake is usually open from about May 15th to October 15th.

North Rim Photographic Suggestions. From most vantage points you are looking toward the south, which at that latitude means that the sun is always in front of you, or more specifically, in front of straight overhead. To avoid shooting into the sun, shoot toward the southwest in the morning and the southeast in the afternoon. This will reduce shadow areas and minimize the haze that veils even partially back-lighted surfaces. As there are so many angles from which you can make pictures, I will not attempt to tell you where to be at what time.

Best results in black and white will be secured through use of Ortho film with a K2 filter (Verichrome, Plenachrome, Super Ortho Press). Unless there is absolutely flat light, exposures should be about "normal".

MONUMENT VALLEY

As magnificent and dramatic as is this valley of rose-colored, blue-shadowed "monuments", visitors should realize that such expeditions are quite

OAK CREEK CANYON

Best time of day — 10 a.m. to 3 p.m.

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SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.2	Group CMB f/8	Group CC f/22	Group CD f/10

different from drives along fine hard-surfaced roads. When good, the roads throughout northeastern Arizona are safe and passable, but sand drifts and flash-floods can maroon the traveler temporarily. Gas, water, food and shelter are found only at distantly separated trading posts, so do not expect to find them every five miles.

The south boundary of the Valley lies about 100 miles north and east of the Tuba City Junction with Route 89, and extends north into southern Utah. From the Valley's dome-shaped floor rise great red sandstone outcroppings — spires, columns, rectangular blocks with grooved walls that suggest the ruins of great Greek temples. It is a fascinating territory, and a wonderland you will not soon forget. But go properly equipped for such a trip.

No specific photographic data is given except the reminder that such scenes, under a brilliant Arizona sun, call for 1/2 to 1 full f/ stop less exposure than for "normal" scenes. Ortho film with K2 filter will produce more dramatic prints. For color, guard against over-exposure.

NAVAJO BRIDGE

This is listed as an attraction because it is of such significance to the territory, because it has real picture possibilities, and because of the surroundings. You could whizz over it (you cannot go around it short of Moab, Utah, to the northeast and Boulder Dam to the southwest) without being too much impressed. But stop a moment. The bridge — 467 feet above the Colorado River — and the Canyon, backed by the Vermilion Cliffs combine to make an impressive sight

Before this bridge was built in 1929 the River was crossed at Lee's Ferry, about 6 miles upstream. This was the crossing for more than 75 years, established by the early Mormon settlers to promote development of the area south of the River.

Photographically, you are more or less on your own, for I cannot anticipate what composition you may choose from the many angles possible. If your picture is of the bridge and canyon, do not under-expose, for you will want to hold detail in the canyon walls. If your framing makes them incidental to the general landscape, be careful not to over-expose, especially if flat-lighted and if the ground and cliff surfaces are dry.

OAK CREEK CANYON

About 13 miles south of Flagstaff you will suddenly come upon one of the most entrancing bits of scenery in Arizona. From the lookout, just before the road starts its descent into the Canyon,

a narrow, winding, 2,000-foot deep gash in the earth stretches away to the south, with rippling Oak Creek threading its way at the foot of richly colored cliffs.

For 16 miles the Canyon road follows the meandering stream, boxed in by towering red, yellow and chalk-white, tree-studded walls. From the Canyon floor the colorful cliffs are silhouetted against the most intense of blue skies — each hue acting as a foil to its complement and making each seem more brilliant and intense in color saturation.

At Sedona the Canyon widens into an area known as Indian Gardens. Two viewpoints are especially impressive. One — drive down the main road south of Sedona to one of the higher elevations and then look back to the north. The other — take the gravel road down the hill back of the Sedona store, cross the Oak Creek bridge and turn left and follow this mountain road part way, or all the way to its top, on Schnebley Hill. From its summit look back across massive cliffs and red sandstone temples and the Verde Valley to the south. Many people call Oak Creek Canyon "Grand Canyon in Miniature", and unless you are immune to beauty, this little excursion will be one of the high points of your trip.

The Dotted Green route, into Flagstaff from the south, goes through Oak Creek Canyon, but if you are following any one of the other routes you will thank me for urging you to make the side trip south from Flagstaff.

You will want pictures of this intimate, colorful territory. There are a number of interesting road shots in the Canyon, but give at least "normal" or slightly plus exposure — trees, cliffs and deep blue sky are all on the dark side. Going south you will cross a concrete bridge about 9 miles down the Canyon. From the bridge or near by you can get a nice shot of the Creek, a little falls and some of the most interesting and colorful cliffs in the Canyon. A little farther to the south are several other fine road and cliff shots, looking back north.

The more expansive sweeps in and around Indian Gardens will fascinate both black and white and color shooters. Unless rock surfaces are extremely dry and the light practically flat, these formations do not reflect as much light as you might assume, so be careful about under-exposure. Shooting is best in the Canyon before noon — at Indian Gardens noon to mid-afternoon.

ORGAN PIPE CACTUS NATIONAL MONUMENT

This National Monument lies on the Arizona-Mexico border about 55 miles south of Gila Bend, and only a winter trip is advisable. The road is good to Ajo, but typical desert country road beyond. No water, gas or supplies are available south of Ajo. The Monument comprises 300,000 acres of the driest of desert land, and the cactus for which the Monument is named is a rare variety found only in this area and in Mexico to the south. The Organ Pipe Cactus is a cluster of perpendicular pipes or stems that resemble (with a little imagination) a giant pipe organ, growing to a height of twenty or more feet.

Unless you are especially interested in stalking this rare cactus in its native habitat, there is little point in making the trip. If you are merely curious about the members of the cactus family, fine specimens of practically every variety of cacti found in the principal deserts of both North and South America may be seen in the Huntington Gardens at Pasadena, California.

PAINTED DESERT

At every curio store in the Southwest you will find for sale glass vials in which a semblance of landscape scenes have been made with colored sands. That sand, in yellow, red, umbers, magenta, and purple-blues, came from the Painted Desert, that vast area which stretches as far as the eye can carry, to the north from Route 66, east of Holbrook. These color-splashed mounds and rolling hills are as interesting in shape as in color, and the color changes blend from one hue into another like subtle airbrush tones —from top to bottom of the mounds, and from mound to mound.

After a rain the damp sands take on increased color saturation as though some god of nature had given the Desert a new spray paint job. Under such conditions the flat-bottoms of rained-out clouds glow with a pink cast as they ride the brilliant Arizona sky. This reflected light effect is a phenomena you will not believe until you see it.

For black and white pictures, patterns of light and shadow will interest you more than the color of the hills. The most effective light patterns, from the main viewpoint on Route 66, are before 10 a.m. and after 3 p.m. As the mounds run indiscriminately in all directions you will have no trouble in finding angles for best effect.

The exposure problem at Painted Desert varies greatly with conditions — less than "normal" exposures if it is hot and dry — normal exposure if the sands are wet and damp. If you are shooting color, do not expect your results to be as colorful as your eye saw the scene IF the sands are dry, as under such conditions the color is weak and very subtle. If the sands are damp you will record good color saturation. A CC13 or C1/8 filter will enhance color saturation under either condition. If you are so fortunate as to catch a fine cloud sky, use a K2 filter on black and white, or a light red filter for most dramatic effects.

PAINTED DESERT — *from near Highway 66*

Best time of day — early or late in the day

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

PETRIFIED FOREST NATIONAL MONUMENT

An incredible sight — sections of huge logs of stone strewn about promiscuously as though washed in on a flash flood.

There are five separate forests, and do not miss any of them. A short walk west from the Museum brings you to the largest intact (almost) log in the forest — a huge giant that is a permanent monument to a bygone epoch when deposits of silica, iron, manganese, aluminum, copper, lithium and carbon displaced the wood cells before the fallen trees decayed. The result is logs of stone, with bark, grain, knots and texture all preserved for the ages.

Agate Bridge is a petrified log more than 100 feet in length, and worth the short side-trip, quite a sight even with its "bridge work". Near the north boundary of the Monument a short side-road leads to Newspaper Rock, a massive boulder on whose sides are hieroglyphic symbols, supposedly some prehistoric record left by early inhabitants of the area.

You will want pictures — closeups and sweeps of whole forest areas. For black and white, use a light angle that will record the pronounced bark texture. With care, you can picture the rings and grain structure of log cross-sections, many of which have fantastic patterns due to variable, often "marbelized" coloration.

The color shooter will find many fine compo-

PETRIFIED FOREST

Best time of day — any time of day, from 9 a.m. to 5 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

sitions, but the prize shot is the capturing of the color pattern of a log cross-section. There are such subjects aplenty so do not waste too much film on the more ordinary ones. A tip for real color results — carry at least a quart thermos bottle of water and just before making the shot douse the end of the log. It will produce a jewel-like sparkle of brilliant color that will surprise you.

Exposure — dryness and dampness have the same effect here as on the Painted Desert. If dry be careful about over-exposure. If damp, a normal exposure will be more correct. Do not use perfectly flat light as the logs have the elusive habit of losing their outlines in the sand and chip rock among which they lie. Climb one of the little hills and look down on the logs, it will make a better picture.

RAINBOW BRIDGE NATIONAL MONUMENT

This giant red and yellow sandstone arch is 308 feet high and 275 feet between abutments. The Capitol Building in Washington, D. C. could be set under it, with many feet to spare. The Bridge was formed by the undercutting of streams and by erosion.

Rainbow Bridge lies six miles north of the Arizona-Utah border, about ten miles from the junction of the San Juan and Colorado Rivers. The attraction is being listed in Arizona instead of Utah, where it is located, because it is most easily reached from the Arizona side.

The country is still about as wild as when

SAGUARO CACTUS

Best time of day — before 10 a.m. after 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

the white man first entered the territory, but if you are in the mood for an adventurous expedition, you can make this one safely on an escorted trip from Rainbow Lodge, reached by the road that leads to Monument Valley, turning off to the left above Tonalea. You go from the Lodge by horseback one day, stay at the Bridge over night and back to the Lodge the next day. The minimum fee in recent years has been $30.00 per head for a party of four or more. The Bridge can also be reached by packtrip from Mexican Hat, Utah, at a considerably higher cost.

SAGUARO CACTUS NATIONAL MONUMENT

This tract of more than 60,000 acres contains Arizona's finest "candelabra" of the desert, the Saguaros, which grow to a height of fifty feet and to an age of more than 100 years. Only the barrel cactus has a greater ability to store water to keep it alive and vigorous during the long dry seasons. In May waxy white blossoms tip the branches, followed by a fruit which is one of the delicacies of the nearby Papago Indians, and the fruit's juice, when properly fermented, provides these "original settlers" with a very potent firewater.

Colossal Cave, also one of the sights of the Monument, contains weird formations that resemble buildings, people and animals, in the succession of underground rooms.

The area is only a short drive east of Tucson, and if you get local road directions you can make a circle tour through the Monument and back into Tucson. Otherwise return by the same route you go in.

Picture possibilities are unlimited. On both black and white and color, tend toward underexposure if you use relatively flat light, in order to record good texture and the surface detail of these grotesque "trees". A K2 filter is advised for black and white. A CC13 or C⅛ filter, on color film will add a pleasing warmth and help counteract haze, if any is present. Get some of your shots with a giant silhouetted against the sky, and others with figures, to support your story about size when you get back home.

SAN FRANCISCO PEAKS

These triple peaks (Humphrey 12,611, Agassiz 12,340, Fremont 11,940) just north of Flagstaff dominate the landscape for miles. On a clear day they can be seen from Painted Desert, almost 100 miles to the east. If you wish to tackle some easy mountain climbing you can follow an old road all the way to the summit, for a magnificent view over what appears to be most of the

SAN FRANCISCO PEAKS

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

great Southwest. My wife and I made the climb easily in one day, without undue exertion and with no after effects except the memory of sights that well rewarded the effort.

Here is a tip on a delightful side trip that few tourists ever learn about, but all who have made it at my suggestion have chided me for being so conservative in my description of the area. Inquire locally about the circle drive that takes you around the Peaks, to Route 89, and then back into Flagstaff — through hundreds of acres of the finest stand of large Quaking Aspen to be found anywhere. If you happen by this way in early October, the trip to the Aspens is a must — the riot of fall color will overwhelm you. Plains and mountain sides are splashed with riotous yellows and cadmiums, tipped with orange, and the whole scene accented with the interspersed dark pines, all capped with a vivid Arizona sky.

Effective pictures of the Peaks can be made from three main areas — along Route 66 a few miles west of Flagstaff; from Route 89 northeast of Flagstaff, and from the circle drive around the Peaks.

Black and whites of the Peaks should be made with a K2 filter, especially if you have the marvelous cloud skies for which Arizona is famous. In full sun, give normal exposure, for both black and white and color. If you catch the fall color on the Aspen, shoot color with a CC13 or C⅛ filter and frame your compositions to make good use of the intense blue skies. You will be tempted to under-expose, on the assumption the yellows reflect an excessive amount of light, but do not stop down more than ½ f/ stop smaller than for normal exposure. While you are reveling in this sea of color, do not forget to make some relatively closeup shots of a portion of an Aspen silhouetted against the blue of the sky. Best time of day in the Aspen is afternoon, if you wish to use the Peaks in the background.

SUNSET CRATER

Sunset Crater, one of several cinder cones in this area, is distinctive because of its symmetry and orange and rust-color rim. Under a late afternoon sun it glows like molten metal. The cone rises 1,000 feet above the surrounding plain, and has a crater about 1,300 feet across and 400 feet deep, reached by a foot trail to the rim.

The Monument is northeast of Flagstaff, about 2 miles off Route 89. A good general view can be had from the main highway if you are not interested in closer inspection.

Best picture possibilities for color are within an hour of sundown, and I prefer to shoot the

SUPERSTITION MOUNTAIN

Best time of day — any time after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

Crater from near the highway (with a longer than average focal length lens) where large, decorative pines can be used in the foreground and to frame the Crater. As atmospheric conditions vary greatly late in the day, exposure will have to be based on careful meter readings of the trees and foreground, which are about the same value as the overall scene, or arbitrarily give the shots about twice normal, middle of the day exposures. The nearer sundown you wait the better the color, also the longer the exposure should be.

SUPERSTITION MOUNTAIN

A Pima Indian legend has it that the forms that give this mountain its interesting skyline are Indians who sought refuge on the mountain in their escape from a great flood, and although warned to make no sound until the waters subsided, they disobeyed and were turned to stone. More recent legends concern the Lost Dutchman Mine, supposedly hidden away in the vast canyons in the mountain. A mock search for the mine is conducted each February by the Superstition Mountain Lost Gold Trek — a dude outing that attracts more and more participants every year. Several lives have been lost in the search for the mine — but not dudes; that was before they started their annual expeditions.

This mountain, only a few miles east of Phoenix, near Apache Junction, has unusual picture possibilities — compositions that express the desert areas of the great Southwest better than any other one locality I have found. For me, the best compositions are from near the road north of Apache Junction about 3 miles, where cholla and other cactus and desert vegetation can be

used as most effective foregrounds. If under full sun and a cloudless sky, exposures should be about ¾ f/ stop less than normal, for both black and white and color. A K2 filter on black and white is advisable, and CC13 or C⅛ filter on color. If you have a open cloud sky, wait for cloud shadows to add patterns to the composition.

Of Historical and Archeological Interest

The attractions listed in this group are mostly ruins of a by-gone day and an earlier civilization, and hold great interest for those of you who enjoy intimate contact with the background story of the territories you visit.

Some of these spots of tourist interest have all but disappeared, others are well preserved. Some have pictorial possibilities, others can offer no more than picture records of your visit.

CASA GRANDE RUINS

An Indian people known as the Hohokam built America's first skyscraper some 800 years ago on the sandy wastes below the present site of Phoenix. The central building of this compound group was a three-story structure surmounted by a watchtower which commanded a view of the surrounding country for miles. Built of adobe and adobe brick, it employed structural principles far ahead of its time, and must have been very "modern" for its period.

These people developed irrigation systems, created nicely formed, decorated pottery, finely engraved "jewelry" made from shells supposedly secured from the Gulf of California 200 miles to the southwest, and otherwise enjoyed a culture that indicates a more highly developed civilization than was common to the time.

Interesting evidence of this were the Calendar Holes in the walls of the main building — a hole in an outer wall admitted a shaft of light which registered with a second hole in an inner wall on only two days in the year, the seventh day of March and October.

Just when this desert tribe ceased to occupy this village is not known, but it was in a fair state of preservation when the Spanish explorers came into the territory, for one of them wrote, in 1694, that "The Casa Grande is a four-story building as large as a castle and equal to the finest church in these lands of Sonora."

All that remains of the original structures is a portion of the wall of the main building, protected from further erosion by a roof shelter. The museum on the grounds contains an excellent collection of most interesting artifacts.

MONTEZUMA CASTLE

Best time of day — midday

SUGGESTED EXPOSURES —

		Group A f/12.7
Group B f/18	Group C f/25	Group MA f/16
Group MB f/22	Group MC f/32	Group CA f/7
Group CMB f/9	Group CC f/25	Group CD f/11

MONTEZUMA CASTLE NATIONAL MONUMENT

Although a cowpuncher once traded a saddle horse for Montezuma Castle you may be sure the original builders owned one of the valuable properties of the region. The cowhand didn't make the deal with them.

Perched high in the protecting recess of the cliff, the occupants of this fortress-like castle looked out over their beautiful Verde Valley country, their crops and their animals (if any), and could keep a wary eye on any enemy, man or beast. The site would delight a modern real estate promoter.

The Castle is forty feet high, with five stories and numerous rooms. Obviously the original in-

habitants used ladders to scale the cliff to the ledge, as you have to do today — ladders which could be drawn up at night, no doubt, for added protection against marauders. The occupants paid for their protection by toting every drop of water, every morsel of food, fuel and "baggage" up that series of ladders, every day in the year. I hope the rungs of the ladders did not often get as hot as those of the present-day ones were on one of my recent climbs. This ruin is one of the best preserved in the Southwest, and to me it is the most interesting of the lot, partly, I suspect, because it is a good picture subject.

Your visit to Montezuma Castle should be made before 3 o'clock, to get the best light for pictures, and remember that the best time for pictures is usually the best time to view a spot, pictures or not. If the light is relatively flat, give ½ f/ stop less exposure than for a normal subject. The pinkish walls and the chalk-white cliff are so light in color that slight side-lighting is needed for strength and for texture modeling, but the surfaces are not highly reflective. Allow sufficient time to explore the ruins, to visit the museum, and for the pictures you will surely want to shoot.

NAVAJO NATIONAL MONUMENT
(Indian Pueblo Ruins)

This is one of those excursions that takes time and preparation, but well worth the effort if your interest in ancient civilizations is sufficiently compelling. It is not, however, a typical tourist sight-seeing trip.

The Monument contains the ruins of three large cliff villages that date back to the Great Pueblo period in northern Arizona, along in the early 1200's. The largest and best known is Betatakin ruins, a series of more than 130 rooms stretched along 450 feet of cliff ledge. These are about a mile, by trail, from the graded dirt road into the area.

On the opposite side of the canyon, 8 miles by trail, lies Keet Seel, the best preserved of the group, and one of the large pueblos of the period, originally comprising more than 200 rooms. The third of the group is Inscription House, so-called because of a carved inscription on the remains of this former 50 room apartment house.

If you make this trip, plan one day to get in (by way of the Tuba City road off Route 89 above Cameron), one day for your explorations, and one day back to Route 89, with Kayenta as your headquarters.

PIPE SPRING NATIONAL MONUMENT

Pipe Spring National Monument is of historical interest only and bears no relationship to the early civilizations represented by the Indian Pueblo ruins in the State. By comparison, it is of recent origin, dating back to 1856 when Brigham Young sent a party to explore the Colorado River region. This spot became headquarters because it was the only source of water found within a radius of 60 miles. During a period of relaxation, the captain of the party, a Jacob Hamblin, declared he could shoot the bottom out of a pipe (at fifty paces) without touching the rim. The story goes that he did the trick neatly, and that forever after the place was known as Pipe Springs.

To protect a newly established settlement S. P. Winsor, a bishop of the Mormon church built (in 1868) a fort which became known as Winsor Castle, constructed over the springs to prevent hostile Indians from poisoning the settlement's water supply. In 1871 the building housed the first telegraph office in Arizona territory.

Pipe Springs is a short side-trip from Fredonia, the last town in Arizona on Route 89, just south of the Utah border. The principal attraction is the museum now housed in the "Castle."

TONTO NATIONAL MONUMENT
(Indian Pueblo Ruins)

A not too well preserved ruins of an early Indian pueblo, supposedly built in the fourteenth century by Pueblo emigrants from the valley of the Little Colorado River to the north. As were most such structures, they combined living quarters, storage rooms for their grain, all designed and constructed to afford maximum protection against the elements and enemies. As pueblos went, the two structures were not large — one of about thirty rooms, the other with seventy-five.

Tonto National Monument is only a short distance, by dirt road, from highway 88 that swings past Roosevelt Dam, from Apache Junction and back into Route 60-70 near Globe.

TUMACACORI MISSION RUINS

Almost three-quarters of a century before the mission building period in California, a number of missions were established by the Spanish in northern Mexico and what is now southern Arizona and New Mexico, many of them under the supervision of a Father Kino who was to that territory what Father Junipero Serra was to the California Missions. Tumacacori was one of this chain of missions in the southwest, built by the Franciscans about 1696.

The original small chapel served until 1730. The structure which replaced it was attacked and left in partial ruin by raiding Apaches in 1769;

it was rebuilt and again damaged by an Indian uprising in 1800. The present structure was put to use in 1822, but abandoned a few years later when the Franciscans were expelled by the new Mexican government which came to power after Mexico shook the shackles that had bound her to Spain.

A report written in 1860 describing the structure and its state of preservation at that time said, in part, "The church is an adobe building, plastered with cement and coped with burnt brick. The front is of the Moorish style and has on the southwest corner a tower, the top of which is of burnt brick. The roof is flat and covered with cement and tiles." (It has since fallen.) In the courtyard "there are remains of the furnaces and quantities of slag, attesting the purpose for which they were used. Fruit trees and vines are still growing, and the strong adobe wall surrounding the burial ground is even now the best inclosure in Arizona." The priest's residences and the peon houses, the workshops and storehouses made up quite a little village surrounding the Mission.

The modern museum on the Mission grounds contains an extensive exhibit of records, tools and utensils connected with the early life of the Mission, and models reproducing the original grounds and structures and the activities of the inhabitants when it was a flourishing community.

As for pictures — the Mission is the principal subject, which under normal light conditions calls for about a normal exposure. You reach Tumacacori by way of Route 89 south from Tucson, or Route 82 from Tombstone and then north through Nogales on 89.

TUZIGOOT NATIONAL MONUMENT
(Indian Pueblo Ruins)

This was one of the early pueblos of the Southwest, occupied about 700 years ago. It was never one of the larger buildings of that period but articles found in the ruins are convincing testimony to a high degree of culture. It is presumed that the original inhabitants, together with those of such pueblos as Betatakin, were among the antecedents of the present-day Hopi Indians.

While not having the fortress-like defense of Montezuma Castle, the people of Tuzigoot enjoyed a commanding view of a great stretch of the Verde Valley. As you stand among the ruins on the hilltop you need but little imagination to conjure a picture of community activity — Indian women carrying water from the stream at the foot of the hill, children scampering over the terraced slopes, and workers in the bottomland tending the dwarf-size corn that was their staple diet.

The Tuzigoot excavations have been made with care and foresight, even to the leaving of small burial chambers in the walls which still contain the remains of infants and the trinkets with which they were buried. The museum on the grounds exhibit some of the most interesting artifacts unearthed in the southwest.

There are no exciting picture possibilities at Tuzigoot, but you will surely want some record shots, and if you have a good cloud sky, go down by the stream, use some of the trees in the foreground and silhouette the ruins against the sky. The criss-cross lines of what remains of the walls make a most interesting pattern. About normal exposure for both black and white and color, if shot from the stream.

WALNUT CANYON CLIFF DWELLINGS

In the recesses and along the ledges of the limestone cliffs of Walnut Canyon you will find the remains of some 300 cliff dwellings constructed and occupied between 900 and 1,100 A.D. This community differed from the pueblos of the region in that the buildings were individual dwellings rather than the apartment house type of the pueblos.

The entire cliff village was so placed as to utilize protecting walls and adjacent cliffs to minimize the effect of wind, rain and cold. Smoke-streaked timbers and walls almost convince you that the inhabitants left but yesterday instead of some 850 years ago.

No pictorial possibilities, just record shots, and exposures would run the gamut, from flash of interiors to pictures of the broad sweeps of the canyon.

WUPATKI NATIONAL MONUMENT
(Indian Pueblo Ruins)

The monument contains several ruins of ancient pueblos and ceremonial chambers but only one, "Nalakihu" (Hopi, meaning "house alone") has been restored to give the visitor a good conception of what the original structures were like. These buildings, in contrast to the adobe and sun-dried brick of many of the early pueblos of the period, were constructed of coursed masonry, and appear today much as they did when built 800 years ago.

You will marvel at the ingenuity displayed in constructing the building called Wupatki (Hopi "Big house") where the sandstone cliffs and ledges were utilized as structural walls, giving the effect of a building growing from out of the ground. All the structures were located on elevations that gave a sweeping view of the Painted Desert to the east.

The buildings are so widely scattered that no pictorial panorama does justice to the subject, so your best pictures will be closeups of the individual ruins, to register the very interesting texture of the stone work.

Unless you are a student of archeology or Indian civilizations you probably will not want to visit all of the ruins listed in this group. Although it would be unfair to generalize to the extreme by saying "See one and you have seen them all", places like Tuzigoot and Montezuma Castle are more or less representative, and are easily reached.

The Indians of Arizona

HOPI INDIAN — *Pow-wow Dress*

The very pleasant association I have enjoyed with the Indians of the Southwest tempts me to fill pages with the history, habits, superstitions and ceremonial rites of the original Americans, but most of it would have nothing to do with what you can see and experience on a trip through the State.

As a matter of general information you may be interested in knowing what tribes comprise the Indian population of Arizona, even though you will likely not see members of all of them, nor will you be able to recognize many of them by tribal name when you do. Two tribes are rather easily spotted — the Navajo men, tall, straight and sharp-featured, with long hair done up in an elongated knot tied with string or ribbon, and the Navajo women with brilliant blouse and multi-skirted ensemble, and the Hopi men, short, stocky, with full bobbed hair banded with a colorful ribbon.

Authorities segregate the various tribes into three main groups, based on linguistic and cultural similarities. To one group belong the Havasupai, the Hualpai, the Mojave, the Yuma, the Cocopah, the Maricopa, and the Yavapai. These tribes live in villages or separate abodes on little farms on their reservations, and are scattered over the western and southern part of the State — from the Havasupai village at the bottom of Cataract Canyon in Grand Canyon, believe it or not, to the Yumas and Mojaves along the Colorado River flats in and around Yuma.

The second group is made up of two tribes and by far the largest, totaling more than fifty thousand — how many the census taker has missed I do not know. These tribes are the Apache and the Navajo, both nomadic by nature although the Apache today have settled down to cattle raising, and to living in permanent abodes, while the Navajo wanders over the great expanse of northern Arizona, following his flocks of sheep and goats in their migrations from summer to winter pastures.

Two famous Apache chiefs captured the headlines of their day — Cochise and Geronimo — and it required sizeable forces of troops and many years to bring their depradations to a halt. No single character of the Navajos strides through the pages of our history books but the tribe en masse had to be starved into submission by the Kit Carson expedition of 1863 before they would bow to the white man's authority. Even today some of the old timers boast that they never swore allegiance to their new masters because they did not take the "long walk."

The third group is made up of the Northern Paiutes, the Hopi, the Pima, and the Papago. The Hopi (meaning "peaceful ones") is the only pueblo tribe in Arizona today, their villages scattered across the mesas of northeastern Arizona. Their reservation is completely surrounded by that of the Navajo. The Paiutes live on a small reservation near Fredonia, and the Pima and Papago are found in the southern part of the State, the later in the vicinity of Tucson.

Where will you see the Indians? One sure place is Grand Canyon where the management stages Indian dances each day, modified and brief though they are, but in costume, chants and dances they are authentic "samples" of what might be seen at some Indian ceremonial. These dances provide one of your best opportunities for closeup, colorful pictures, and are open to everybody who can squeeze into an advantageous position.

This is a good place to give you a little tip on your picture-taking etiquette away from such public affairs as those at Grand Canyon. No Indian, especially the Navajo, feels very kindly about any surreptitiously secured shots — in town, along the road, or on their reservations. Many of the Indians are at least mildly cooperative if properly approached. But you can run into some uncomfortable hostility, as I did some years ago when I attempted to photograph a group of painted, feather-bedecked and gorgeously costumed Indians by stopping in the road and shooting from inside the car. A roving Indian eye caught me in the act and only through a kind fate and the intercession of a tolerant old patriarch of the tribe did I escape having my camera equipment forcibly taken from me and stomped to bits. In my ignorance (then) of the inadvisability of shooting first and asking questions later, I didn't know that I was attempting to photograph Indians of a tribe that forbade picture taking even by government authorities.

When you are on a reservation remember that it is the Indian's home and that you are their guest. It is not a zoo nor a public exhibition ground and if you behave as you would like others to conduct themselves on your property you will have no trouble. The Indians expect to be paid for posing, and now and then might try to hike the price but most of them are quite fair. Fifty to seventy-five cents is about the current rate.

The ideal time and place to see and photograph Indians is at public affairs, the best, I think being the Indian Pow-Wow at Flagstaff each year the first week in July, when hundreds from a dozen tribes participate in a two day all-Indian Rodeo and thousands of their fellow tribesmen come to watch. It is a colorful spectacle and worth scheduling your trip to see. Other Indian "shows" are listed in the "Calendar of Events," the most unusual one being the Snake Dance on the Hopi reservation in the Fall.

As mentioned before, you will see Navajo hogans and the home life along Route 89 between the North and South Rims of Grand Canyon. There are others scattered along Route 66 going east from Flagstaff, and Indian communities along routes in the southern part of the State. I have suggested a visit to the Hopi Village of Moenkopi, although it is not as characteristically Hopi as their other pueblos farther to the east.

You will enjoy the Indians and the enjoyment will be mutual if your conduct emphasizes that you consider them human beings and not curiosities.

Cities and Towns

Of necessity, mention of Arizona towns and cities must be limited to those that are on the principal routes and are logical stopping points, or those that have special attractions. Arizona's urban centers run the gamut from squalid adobe hut communities, principally peopled with Mexicans, to the very modern metropolitan centers of Phoenix and Tucson. You will find mining towns changed but little in appearance and character in fifty years, ghost towns where the diggings have played out, and always and everywhere evidence of Arizona's cosmopolitan population, one-third of whom are Mexicans and Indians.

FLAGSTAFF

In the center of much of Arizona's finest scenery — Grand Canyon, Oak Creek Canyon, the Painted Desert and Petrified Forest, and many others — Flagstaff is the logical headquarters from which to make many side-trips. It is a bustling town of 4,000, with a delightfully cool summer climate due to its 7,000 foot altitude.

The one big event of the year is the Indian Pow-Wow the first week in July. Several well-stocked curio shops offer a wide variety of fine, authentic Indian crafts, especially in silver and turquoise jewelry, as well as the usual run of souvenir knick-knacks. Flagstaff is the home of Lowell Observatory, open to visitors; Arizona State Teachers' College; and one of the finest museums in the Southwest devoted to Indian crafts.

Accommodations in Flagstaff are good, and ample, except at the peak of the tourist season.

PHOENIX

The first white American pitched his tent on the present site of Phoenix only a little more than 80 years ago. Today's 70,000 inhabitants boast of their fine buildings and broad, palm-shaded streets, and that Phoenix is one of the fastest growing cities in the Southwest.

It is the State Capital, and the proud proprietor of the world's largest city park (14,400 acres). It is the home of the largest Indian school in the U. S.; the Heard, Arizona and Pueblo Grande Museums.

The climate is semitropical but with a mean annual precipitation of only 7.8 inches, most of which falls in July and August. Coldest month is January, with a mean temperature of 51 but warm mid-day sun, and rising temperatures through the months to 100 and above in July. February and March are usually the ideal months for trips to this "Valley of the Sun," and the famous hotels and desert "dude" ranches.

PRESCOTT

This mile-high town in the west-central part of the State was the first capital of the Territory

SAN XAVIER DEL BAC MISSION

Best time of day — 10 a.m. to 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

of Arizona, set up on orders from Washington in 1863. It was one of the wild and wooly spots of early Western days with but slight respect for law and order, going to such limits as the robbing and beating up of a squad of U. S. soldiers sent to protect them from the marauding Apaches. Gold was the magnet when the country was new and by 1873 there had been recorded 7,300 gold mines in the surrounding region.

Prescott's "Smoki" Ceremonials, in August, is the big annual event which attracts visitors from far and near. The "Smoki People" is a group of local business and professional folk whose activities perpetuate the rituals, dances, music and folklore of the Indians of the Southwest, authentically and in meticulous detail. If you are by this way at the time, don't miss the "Smoki" celebration.

TOMBSTONE

A quaint ghost of early-day mining activity, Tombstone clings to life as tenaciously as the cactus in the deserts which surround it. The town supposedly got its name from the parting warning given a prospector when he took off into the territory in 1877 that "Instead of a mine, you'll find a tombstone." The explorer found rich-looking ore and exclaimed to himself "Here is my tombstone," and he so named the place in recording his claim. Lest you wonder what happened next — he struck it rich.

Tombstone soon became a roaring mining camp in the best tradition of the old west. Most of the old business houses, with side-walk porches, the Bird Cage Theater and Courthouse are still there, and the Tombstone Epitaph, the first newspaper in Arizona, is still published. And don't overlook Boot Hill Graveyard at the western edge of town, filled with the remains of the unfortunates who were not fast enough on the draw and who died with their boots on.

Tombstone is proud of its reputation of being "The town that is too tough to die."

TUCSON

This thriving modern city has grown up around one of the oldest Spanish towns in the United States. Most of the original town has disappeared but much of its spirit remains. The section now known as Old Town is still very much as it has been for decades.

Tucson's principal commodity is dry desert air and warm winter sunshine. Its modern sections are as up-to-date as tomorrow, and the spirit of hospitality is a habit. Do not hurry when in Tucson unless you want to be conspicuous.

A must on your list of sights to see is Mission San Xavier del Bac, about 7 miles south of town. It is considered by authorities to be the finest example of old Spanish Mission architecture in the U. S. It is not a ruin (as is Tumacacori), but a well-kept structure in constant use by the Papago Indians, by and for whom it is maintained. As it faces south, you can get excellent pictures of its richly encrusted facade and gleaming towers any time between 10 a.m. and 3 p.m. True or not, two tales give a romantic explanation for the absence of the dome on one of the towers. One story is that Father Kino had an agreement with the King of Spain to set aside a certain percentage of the Mission's increase in cattle and crops, for the Crown, after the Mission was completed. (It was fourteen years in the building.) Having no particular love for the Crown, the old padre did not have the second tower completed and thereby was under no obligation to his King. The other story relates that on the day the church was to be finished the supervising padre climbed the tower to lay the bricks of the last dome, that he lost his footing and fell to his death, and that it was ordered that the tower be left as the father last saw it, as a memorial to his memory and his efforts in pushing the Mission to completion.

Other sights in and around Tucson are the University of Arizona; ruins of Fort Lowell; Tumacacori Mission to the south; and, of course, the Suguaro forest east of town.

The annual event of major interest to most tourists is La Fiesta de los Vaqueros (Festival of the Cowboys) and Indian Ceremonies, late in February.

WILDFLOWERS IN ARIZONA
(State flower — "Saguaro Cactus")

The distinctly different wildflowers of Arizona are the cactus blossoms, many of which rival the most exquisite hot-house varieties of tropical origin. The brilliant, red, ribbon-like blossoms of the Octillo, the delicate translucent flowers of the barrel, hedge hog and cholla cactus, and the waxy white bloom of the saguaro are all the delight of the flower lover and the color photographer. The flowering season extends from March or April and into the summer, the exact time for each variety being somewhat dependent upon the season and preceding rainfall. The deserts are not all sand and cactus, but are frequently blanketed with an interesting variety of shrubs and plants, many of which produce brilliant splashes of color.

On the high plateaus of northern Arizona, especially south of Grand Canyon and on Route 89 north of Flagstaff, you will find in season violets, shooting star, harebell and lupine. In the summer and early fall Indian paint brush, penstemon, prairie pea, yellow primrose, purple aster, black eyed susan, golden rod and a host of other prairie flowers line the roads and dot the grassy plains with color patches in interesting profusion.

The amount of rainfall controls the extent of the growth, and as is common to all this western country, there is great variation in the amount of bloom, from one year to the next.

If you catch them in flower, the Palo Verde tree in the desert country will make you forget it is desert. They are often a solid mass of delicate little yellow flowers, covering trees that grow to a height of fifteen and more feet, and the color photographer's delight in most any desert setting.

WEATHER

Summer — Cool and temperate on the high plateaus of the north, with summer showers in the late summer and early fall; dry and hot in the southern portions of the State. Winter—temperate in the southern portions, with rains in January and February; snow and below zero temperatures on the northern plateaus, with winter sports in the Flagstaff area in particular.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN ARIZONA

FEBRUARY

Second week	at Phoenix	Championship Rodeo
Third week	at Tucson	La Fiesta de los Vaqueros
Fourth week	at Phoenix	Superstition Mountain Lost Gold Trek

MARCH

Second week	at Tucson	Papago Indian Ceremonials
Second week	at Casa Grande	Pima-Papago Indian Fiesta
Fourth week	at Phoenix	Horse Show

APRIL

Easter	at Grand Canyon	Sunrise Service at Shrine of the Ages

MAY

First week	State-wide	Cinco de Mayo (Mexican celebration)

JULY

First week	at Flagstaff	Indian Pow-Wow and Rodeo

AUGUST

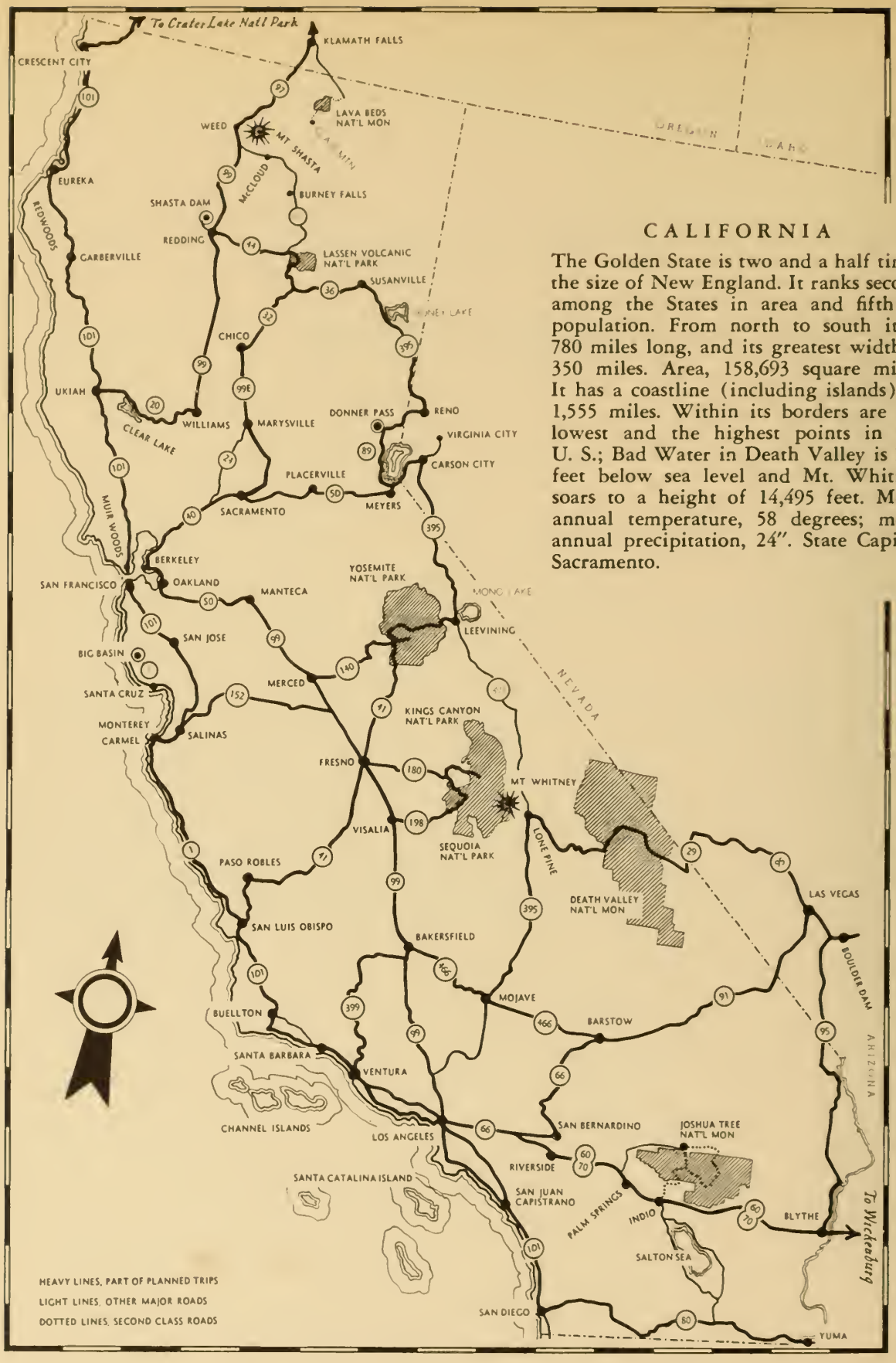
First week	at Prescott	Smoki Ceremonials and Snake Dance
No fixed date	at Hopi Villages	Snake Dance and Flute Ceremonials

NOVEMBER

Second week	at Phoenix	Fiesta del Sol (Festival of the Sun)

(These are by no means all the events within the State, but are the ones of greatest tourist interest. There are rodeos and small local celebrations here and there during the year, most of which are not sufficiently different to warrant changing trip schedules to see).

CALIFORNIA SECTION



CALIFORNIA

The Golden State is two and a half times the size of New England. It ranks second among the States in area and fifth in population. From north to south it is 780 miles long, and its greatest width is 350 miles. Area, 158,693 square miles. It has a coastline (including islands) of 1,555 miles. Within its borders are the lowest and the highest points in the U. S.; Bad Water in Death Valley is 280 feet below sea level and Mt. Whitney soars to a height of 14,495 feet. Mean annual temperature, 58 degrees; mean annual precipitation, 24″. State Capital, Sacramento.

CALIFORNIA

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	Oregon border	Ukiah	101	291 miles
	Ukiah	Williams	20	86 "
	Williams	Redding	99W	104 "
	Redding	Lassen National Park	44	56 "
	Lassen	Chester	89	53 "
	Chester	Susanville	36	40 "
	Susanville	Reno	395	89 "
	Reno	Carson City via Tahoe	40-89-50	113 "
	Carson City	Leevining	395	123 "
	Leevining	Yosemite Valley	120	71 "
	Yosemite	Kings Canyon National Park	41-180	224 "
	Kings Canyon	Sequoia National Park	198	40 "
	Sequoia	Visalia	198	54 "
	Visalia	Manteca	99	143 "
	Manteca	San Francisco	50	72 "
	San Francisco	Monterey	101	130 "
	Monterey	San Luis Obispo	1	139 "
	San Luis Obispo	Los Angeles	101	209 "
	Los Angeles	San Diego	101	126 "
	Los Angeles	Barstow	66	135 "
	Barstow	Las Vegas	91	155 "
BLUE ROUTE	Oregon border	San Francisco	101	411 "
	San Francisco	Monterey	101	130 "
	Monterey	San Juan Junction	101	45 "
	San Juan Junction	Junction with 152	156	23 "
	Junction 156-152	Junction with 152-99	152	72 "
	Junction 99-152	Merced	99	22 "
	Merced	Yosemite Valley	140	95 "
	Yosemite	Kings Canyon National Park	41-180	224 "
	Kings Canyon	Sequoia National Park	198	40 "
	Sequoia	Visalia	198	54 "
	Visalia	Junction 399	99	79 "
	Junction 399-99	Ventura	399	132 "
	Ventura	Santa Barbara	101	27 "
	Santa Barbara	Los Angeles	101	100 "
	(From Los Angeles, same as RED to San Diego and Las Vegas)			
PURPLE ROUTE	Reno	Meyers via Tahoe	40-89	80 "
	Meyers	Sacramento	50	97 "
	Sacramento	San Francisco	40	108 "
	San Francisco	Monterey	101	130 "
	Monterey	San Juan Junction	101	45 "
	San Juan Junction	Junction 152	156	23 "
	Junction 156-152	Junction 152-99	152	72 "
	Junction 152-99	Merced	99	22 "
	Merced	Yosemite Valley	140	95 "
	Yosemite	Paso Robles	41	212 "
	Paso Robles	Los Angeles	101	238 "
	(From Los Angeles, same as RED to San Diego and Las Vegas)			
GREEN ROUTE	Reno	Meyers via Tahoe	40-89	80 "
	Meyers	Sacramento	50	97 "
	Sacramento	San Francisco	40	108 "
	San Francisco	Manteca	50	76 "
	Manteca	Merced	99	54 "
	Merced	Yosemite Valley	140	95 "
	Yosemite	Fresno	41	95 "
	Fresno	Los Angeles	99	223 "
	(From Los Angeles, same as RED to San Diego and Las Vegas)			

	FROM	TO	ROUTE NO.	DISTANCE
ALTERNATE GREEN (Dotted Line)				
	Los Angeles	Palm Springs	60-111	93 "
	Palm Springs	Blythe	111-60	128 "
ORANGE ROUTE	Yuma	San Diego	80	179 "
	San Diego	San Luis Obispo	101	335 "
	San Luis Obispo	Monterey	1	139 "
	Monterey	San Francisco	101	130 "
	San Francisco	Manteca	50	76 "
	Manteca	Merced	99	54 "
	Merced	Yosemite Valley	140	95 "
	Yosemite	Bakersfield	140-99	255 "
	Bakersfield	Mojave	466	66 "
	Mojave	Lone Pine	6-395	115 "
	Lone Pine	Death Valley Junction	190	133 "
	Death Valley Junction	Junction with 95	29	26 "
	Junction 95	Las Vegas	95	88 "
	Las Vegas	Blythe	95	213 "
(ALTERNATE, Los Angeles, Palm Springs, Blythe, same as ALT. GREEN)				
DOTTED RED ROUTE	Las Vegas	Los Angeles via Barstow	91-66	290 "
	Los Angeles	San Diego	101	126 "
	Los Angeles	Palm Springs	60-111	93 "
	Palm Springs	Blythe	111-60	128 "

PRINCIPAL POINTS OF INTEREST IN CALIFORNIA

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

BIG BASIN — SANTA CRUZ BIG TREES
(About 70 miles south of San Francisco)

Fine groves of Redwoods in both of these areas. Similar to Muir Woods.

CABRILLO NATIONAL MONUMENT
(At San Diego)

Old Spanish Lighthouse on Point Loma. Within Naval reservation limits. Other attractions at San Diego of more varied interest.

CATALINA ISLAND ★★
About 27 miles southwest of Los Angeles harbor — a mountainous island offering much to see and do.

DEATH VALLEY NATIONAL MONUMENT ★
(On Orange "Winter trip" Route)

A great desert basin surrounded by desolate high mountains. Lowest point in U. S.

DEVIL'S POSTPILE NATIONAL MONUMENT
(Reached from Red and Orange Routes)

An unusual formation of columnar basalt. A geologic oddity.

DONNER PASS — HIGH SIERRAS ★
(Just off all routes to Lake Tahoe)

A marvelous view across Donner Lake and Truckee River valley.

JOSHUA TREE NATIONAL MONUMENT
(Near all Palm Spring routes)

A desert area containing a rare species of yucca plant, which grows in weird tree forms. Same trees along U. S. Highway 66.

KINGS CANYON NATIONAL PARK ★★
(On Red and Blue Routes)

Two major attractions — the General Grant Grove of Sequoias and the spectacular Kings Canyon.

LAKE TAHOE ★★
(On Red, Purple and Green Routes)

A gem of a lake nestling at 6,000 feet surrounded by a ring of high mountains.

LASSEN VOLCANIC NATIONAL PARK ★★
(On Red and Dotted Green Routes)

Lassen Peak is the most recently active volcano in the U. S. Lakes, mountains, lava flows, miniature "geysers".

LAVA BEDS NATIONAL MONUMENT
(Side trip from Dotted Green Route)

Extensive lava flows, more than 100 lava caves, about 100 square miles of desolation.

LOS ANGELES ★★★★
(On all routes except Dotted Blue and Dotted Purple)

MONTEREY-CARMEL ★★★
(On Red, Blue, Purple, Orange Routes)

Some of the finest coastline scenery on the Pacific. Numerous historic buildings dating back to old Spanish days.

MT. SHASTA
(On Dotted Green Route)

An imposing 14,000 foot extinct volcano that dominates the landscape for 75 miles in all directions.

MT. WHITNEY
(On Orange Route)

The highest peak in the U. S.; rides the crest of the High Sierras. In part of the most impressive stretch of the Sierras.

MUIR WOODS NATIONAL MONUMENT
(On Blue Route)

A fine stand of Redwoods, across the Golden Gate north of San Francisco.

PALM SPRINGS ★★
(On Orange, Dotted Green and Dotted Red Routes)

Winter resort area, in the heart of the desert at foot of Mt. San Jacinto.

PINNACLES NATIONAL MONUMENT
(Side trip Purple and Green Routes)

Unusual rock formations, with spires rising 600 feet to 1,000 feet.

REDWOODS ★★
(On Red and Blue Routes)

Area indicated on large map is the main stand of Redwood Groves, extending along U. S. 101 for about 100 miles.

SALTON SEA
(Just off Orange, Dotted Green and Dotted Red Routes)

A below sea level body of water with no outlet.

SAN FRANCISCO ★★★★
(On all routes except Dotted Blue and Dotted Purple)

SAN JUAN CAPISTRANO MISSION ★★★
(On all routes between Los Angeles and San Diego)

Called 'The Jewel of the Missions". The most picturesque and most interesting to the majority of tourists.

SANTA BARBARA ★★★
(On Red, Blue, Purple and Orange Routes)

Called the "last and most romantic stronghold of Old California". One of the finest of the old Missions, many historic and scenic sights.

SEQUOIA NATIONAL PARK ★★★
(On Red and Blue Routes)

The finest of the Sequoias, and some of the finest wild mountain country in the West.

SHASTA DAM
(Side trip from Red and Dotted Green Routes)

Second largest concrete dam. Part of the great Central Valley Project.

YOSEMITE NATIONAL PARK ★★★★
(On Red, Blue, Purple, Green and Orange Routes)

One of the finest of all National Parks, with more variety of attractions than any other single Park.

YUMA SANDS
(On Orange Route)

Great sand dunes almost completely devoid of vegetation.

CALIFORNIA

THE GOLDEN STATE is somewhat libeled by the name given the area by the early Spanish explorers — caliente forno, meaning "hot furnace" — as this label was originally applied to Lower California. These first "tourists" didn't know that winter temperatures of 50 degrees below zero have been recorded in California's mountain regions.

Only a half century after Columbus discovered America, Juan Rodriguez Cabrillo, one of the daring explorers of his day, sailed into the bay of San Diego and set foot on California soil at the point where the Old Spanish Lighthouse (Cabrillo National Monument) still stands on Point Loma. About thirty-five years later (1579) Sir Francis Drake touched the California coast in his explorations around the Pacific.

When these gentlemen returned to their homelands apparently they didn't arouse much interest in the territory for no permanent settlement was attempted until about two centuries later.

The Mission era was contemporary with the Revolutionary activities on our eastern seaboard — civilizations as far apart as though they were on separate continents. Interest in the Golden State accelerated after Fremont claimed the territory for the U. S., proclaimed the "California Republic" and unfurled the Bear Flag over the just-captured presidio of Sonoma on June 14th, 1846.

California's unusual and varied topography is responsible for much of the State's charm and fascination — for settler and tourist alike. Within its borders you will find glacier-skirted granite peaks that rival the Alps; perennially parched, below sea level deserts; the rain-drenched redwood forests of the northern coastal areas; bountifully productive sub-tropical orchards growing only a few hour's drive from perpetual snow.

The State's topographical backbone is the Sierra Nevada range, in which Mt. Whitney's spires reach into the blue higher than any other point in the United States. As if thrown up as a protecting wall to keep out the sea, the Coastal ranges irregularly parallel the Pacific shore for more than three-fourths the State's length. Between these two great ridges lies the great central basin — the San Joaquin Valley — rimmed on the north by the Cascades and the Siskiyous and on the south by the Tehachapis. Below this barrier are the deserts of the southern part of the State, the coastal plain separated from the still unreclaimed Mojave and Colorado Deserts by the San Bernardino and San Jacinto ranges. As one drives through seemingly endless miles of citrus groves, palm-lined streets and year-round flowers of southern California it is difficult to realize that much of this area, except for the blessing of abundant water, would still be sand, sage and cactus.

Of the four National Parks in California. three (Kings Canyon, Sequoia, Yosemite) are an integral part of the Sierra Nevada area, within which is some of the finest of America's spectacularly beautiful scenery. Lassen Volcanic National Park (the fourth park) attracts interest because of its recent volcanic activity, which sometimes overshadows in original interest the impressive scenery of the Park and surrounding territory.

Space does not permit going into detail on the scores of localities that are not on the planned routes, all of which have their own peculiar fascinations. The following pages are restricted to descriptions of the major attractions listed on the first pages of this California section, plus a "Mission Trails" story for those of you interested in knowing more about these institutions which wrote so much of the early history of the State.

Details about the listed attractions are presented in alphabetical sequence, for ready reference only, and the sequence must not be construed as indicating the relative interest or importance of each.

BIG BASIN — SANTA CRUZ BIG TREES

These groves contain fine specimens of the Redwoods, interspersed with luxuriant Pines and Oaks and interlaced with fern-blanketed meandering creeks, but if you have seen the Redwoods in northern California along Route 101 there will be little point in visiting this area. If you haven't seen the Redwoods, then see them here, in this very pleasant setting. Coming from north, turn west off Route 101 at Sunnyvale (about 40 miles

CATALINA ISLAND — *Avalon Harbor*

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

south of San Francisco), through Saratoga and follow the road markers from there. If you approach from the south, go north from Santa Cruz on the well marked roads.

CABRILLO NATIONAL MONUMENT

The Old Spanish Lighthouse on Point Loma, at San Diego, marks the spot where the first white man (supposedly) set foot on California soil, in 1542. As interesting as is this historic sight it alone would hardly be sufficient attraction to draw a tourist off his route. It is one of the lesser of the many worth-while sights in the San Diego area, all of which are listed under "San Diego", on a following page. During the war Cabrillo was within a restricted area, and closed to the public, but will undoubtedly be open again as restrictions are removed.

Photographic suggestion—"normal" to slightly less exposure, in full, direct sun, for both black and white and color.

CATALINA ISLAND

Santa Catalina Island lies twenty-seven miles southwest of Los Angeles harbor — a mountainous slip of land twenty-two miles long and from one-half to eight miles wide, floating in the blue Pacific. The Island was discovered by the same Cabrillo for whom Cabrillo National Monument is named — on the same trip on which he discovered the California mainland.

Catalina is famous as an outing locale — for a one day trip or for a week or a month. Its waters abound in tuna, swordfish, yellowtail, sea bass, barracuda, and others of the finny tribe that contribute toward making these waters a paradise for the sports fisherman. For the casual tourist there is horseback riding over mountain trails, golf, loafing on the sandy beaches, and tours on land and by glass-bottomed boat for views of the spectacularly colored sea life (if the water is clear, I should add). The aviary houses one of the finest collection of unusual and colorful birds to be found anywhere. If you are interested in color shots of birds of brilliant plummage this is your spot, for they are housed in full sunlight, in coarse mesh wire "rooms".

You can reach Catalina by boat or plane. Steamers leave Wilmington about 10 o'clock a.m., staying about four hours at the Island, arriving back at Wilmington about 6:30 p.m. This is a delightful boat ride and if luck is with you, flying fish and porpoise will greet your boat as you get within three or four miles of Avalon Harbor, at Catalina. There are varied accommodations on the Island, from hotels to cottages, but check for res-

DONNER PASS
— *Donner Lake*

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

ervations during the busier summer season, if you plan to stay overnight or longer.

DEATH VALLEY NATIONAL MONUMENT

This area is for winter visits only unless you are immune to the blazing heat of summertime desert temperatures. From June until September it is one of the hottest spots on the face of the globe.

Perhaps Death Valley is best known because within it is the lowest spot of dry land in the Western Hemisphere —Bad Water. the mudhole that is 276 feet below sea level. In all, more than 500 of the Valley's 3,000 square miles is sea level or below, but few know that the highest peaks in the nearby Panamint Range rise to over 11,000 feet.

Side canyons, eroded hills, great sand dunes and mountains half drowned in purple haze are the principal attractions, unless you are a geologist, for to such it is a paradise. Zabriskie Point and Bad Water are two spots you should see. Scotty's Castle, in the northern end of the Valley and Dante's View (on a side road from Death Valley Junction) are two other attractions most tourists enjoy, if they have the time to cover these rather widely distant ones. Read the Daily Schedule on the Orange Route for further details about Death Valley.

Photographic Data—if full sun and cloudless sky, shoot with ½ to ¾ smaller diaphragm opening than you would use for a "normal" exposure. This will produce rather dark blue skies in color but a normal exposure will not properly record the color and texture of the dry, subtle-colored surfaces.

DEVIL'S POSTPILE NATIONAL MONUMENT

This subject is listed more to keep the record complete on National Monuments than it is to encourage a visit to the area. It is not on any suggested route but can be reached from Route 395 about 25 miles south of Leevining (on Red Route), or north from Lone Pine about 100 miles (from Orange Route). Turn off west from Route 395 to Mammoth Lakes resort area and then follow a rather rough, crooked road for thirteen miles to the Devil's Postpile.

The Monument contains a 40 to 60 foot cliff of columnar basalt that are nearly perfect prisms, vertical shafts that fit together like the cells of a honeycomb. An intensely interesting formation for those of you who have an urge to see and study geologic oddities.

Devil's Postpile is one of the key points on the John Muir Trail between Yosemite and Sequoia National Parks — the famous trail that follows the backbone of the Sierras. Saddle and pack horses are available for trips to Shadow Lake, Thousand Island Lake, Mt. Banner and Mt. Ritter, if you really want to get into the wilds.

DONNER PASS AND LAKE

If you follow a route that takes you by Lake Tahoe but not over Donner Pass, I strongly urge that you drive west on Route 40 beyond Tahoe Junction, past Donner Lake and up the wriggly grade that has been blasted from solid granite to get traffic over what was an almost impassable barrier to the wagon trains of the pioneers. At Donner Lake the Pioneer Monument marks the spot near which the ill-fated Donner Party spent most of the winter of 1846-47 — of a party of 81 which pitched camp here in November only 45 survived to cross the mountains four months later, with the aid of rescue parties from Fort Sutter.

From the turnout near the top of 7,135 foot Donner Pass you get a magnificent view toward the east across the Lake and to the mountains beyond the Truckee River valley. If you are at the Pass in the afternoon you can shoot good pictures of the expansive panorama at a "normal" or slightly less exposure, on a clear, sun-lit day.

JOSHUA TREE NATIONAL MONUMENT

The Monument lies north and east of Indio and to the south of the desert community of Twenty-nine Palms. Dirt roads lead into the area from both towns. The principal attraction of the Joshua Tree Monument is the rare species of yucca plant for which the Monument is named, but you do not need to visit the territory to see these weird looking trees, for those of you traveling routes between Los Angeles and Las Vegas will see quite a fine stand of these unusual trees between Cajon Pass (east of San Bernardino) and Victorville on Route 66. If you happen by this way when the Joshuas are in bloom you will thrill to a fantastic sight — great clumps of waxy white flowers tipping the end of spiney branches. You will want some pictures of these rare trees, with figures, to show size. You won't find this type of vegetation in any other area although there are scattered, poor imitations of it in many desert regions. In direct light, use "normal" exposure. If there is still snow on the mountains to the west, work them into the composition for background atmosphere.

KINGS CANYON NATIONAL PARK

Kings Canyon is a new name on the roll of National Parks, having been established by act of Congress in 1940. This new Park incorporates the former General Grant National Park, the later area now being known as the General Grant Grove of the new and much larger Park.

The east boundary of the present Park is one of the finest stretches of the Sierras, with four peaks above 14,000 feet and more than twenty others above 13,000 feet in height. The famous John Muir Trail traverses this mountainous area, across five mountain passes and seldom drops below 8,500 feet in elevation. Unfortunately, the average visitor to Kings Canyon doesn't get into this extreme eastern portion of the Park, reached only by trail, of course.

But there are spectacular sights a plenty that are easily accessible. Whether you arrive at Kings Canyon from Sequoia National Park or from Fresno you will first come to the General Grant Grove. If you come from Sequoia you ride the Generals Highway, connecting the two Parks — a beautiful drive through giant pines, cedars, fir and Sequoias (Sequoia gigantea). One grand sight is the Redwood Mountain Grove of Sequoias, just off the Generals Highway, about six miles from the entrance to Kings Canyon Park.

The most famous Sequoia in the Park is the General Grant Tree, a grizzly giant towering 267 feet high, with a base diameter of more than 40 feet — 12 feet in diameter 200 feet above the ground. This monarch of the forest is the Nation's Christmas Tree, at which services are held each year at high noon on Christmas Day — broadcast over national hookups when the weather is sufficiently favorable.

From the General Grant Grove a fine, safe mountain road leads down into Kings Canyon and the south fork of the Kings River, to Cedar Grove, 28 miles from the General Grant Grove. The towering peaks, the white water of tumbling Kings River and the general feeling of untamed primitive backcountry combine to give Kings Canyon a fascination all its own.

If you have the time and inclination to make at least one of the trail trips inquire at Park Head-

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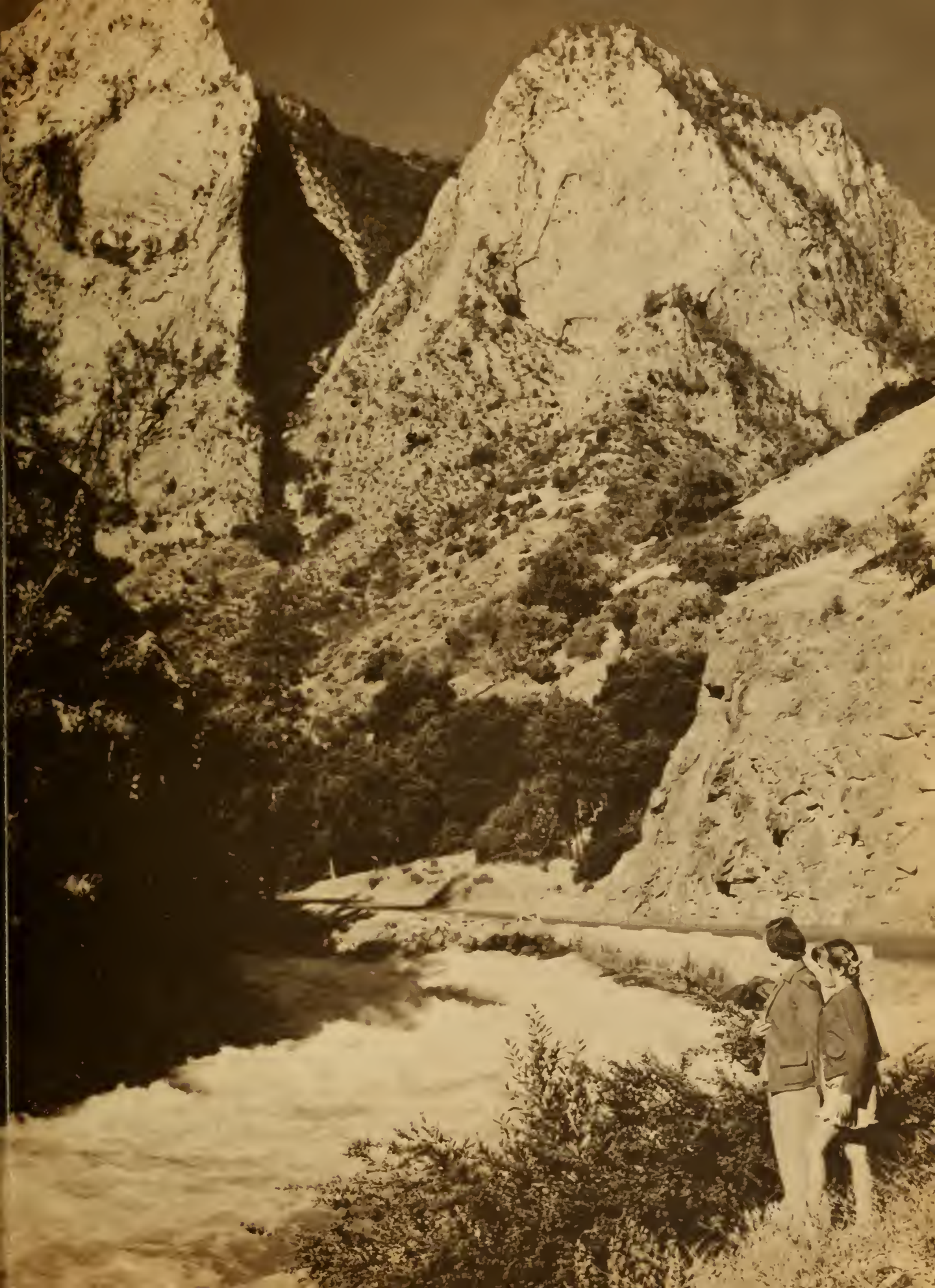
KINGS CANYON — *road along Kings River*

Best time of day — before 10 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

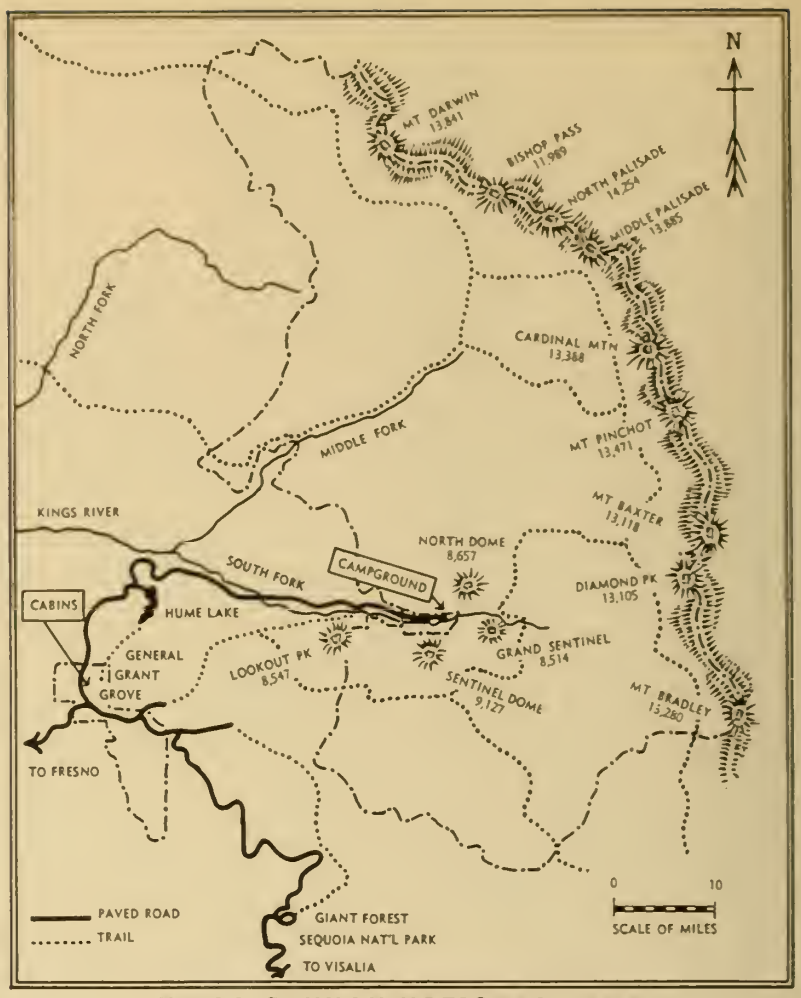
Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7



quarters at the General Grant Grove, to learn what trips and accommodations best suit your desires, and time. This is such big country that it is impossible to show on the small scale map any detail of short trails or camps.

Kings Canyon is open the year-round although the roads may be closed for a day or two at a time between December 1st and June 1st. High passes on the trails are open only during the summer months.

Photographic suggestions — you will want pictures of some of the giant trees, which are, incidentally, rather difficult to photograph. If you wish to emphasize bulk, stand a figure alongside one of the big ones, on the sunny side, for there is never too much light in the Grove. For a picture showing height and form, there are three or four trees in a group near the General Grant that are fully lighted, from top to bottom about the middle of the forenoon in summer. Exposure for this fully lighted group should be 1/3 to ½ f/ stop more than "normal" for both black and white and color, for both foliage and tree trunks are dark and non-reflective. Down along the River in the Canyon, flat-lighted peaks and canyon walls should be given ½ f/ stop less than "normal" exposure for both black and white and color. The granite surfaces are light in tone and highly reflective. A K2 filter on black and white (double the exposure to compensate for the filter) and a CC13 or C ⅛ filter for color will improve results. *Note*: No pictures of the Sequoias in the General Grant Grove are shown as they would too nearly duplicate the illustration of trees in Sequoia National Park.



KINGS CANYON NATIONAL PARK

LAKE TAHOE

Mark Twain, upon seeing Lake Tahoe for the first time, wrote, " . . . a noble sheet of blue water . . . walled in by a rim of snow-clad peaks. As it lay there with the shadows of the mountains brilliantly photographed upon its still surface, I thought it must surely be the fairest picture the whole earth affords."

I cannot guarantee that you will be as enraptured as was Twain, by this 21 mile long, 12 mile wide, 6,000 foot high lake that nestles amid 10,000 foot mountains astride the California-Nevada border. Twain saw it before civilization blanketed its shores with resorts and cabins. But there is still unspoiled beauty a plenty, and you will enjoy the drive along its shores.

The brilliant, crystal-clear waters of Tahoe are intensely saturated with color, from deep indigo blues to emerald greens, and all the in-between hues — a sight you will not soon forget.

Nevada will contradict my assertion that the California shore has the edge for beauty, although the view from the Nevada side across to the California mountains is quite impressive. To get the best effects and best pictures, be on the Nevada side in the morning, the California side in the afternoon, in order to have the sun at last partially behind you. As most of the planned schedules bring you to the Lake from the north, you will make the very pleasant drive along the Truckee River, from Route 40. After you reach the Lake follow the road south along the California shore, stopping at the few vantage points for the expan-

LAKE TAHOE — *Emerald Bay and Emerald Isle*

Best time of day — noon to 4 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

sive sweep before you, but save most of your picture taking for Emerald Bay, studded with charming little Emerald Isle, toward the south end of Tahoe. There are many fine angles for pictures, from your first glimpse of the Bay on up to the top of the hill where the Totem pole stands. There are also a few rather impressive views from the Nevada side. one of the best being near where the road "Y's" and swings east toward Carson City, the other fork going north around the Lake.

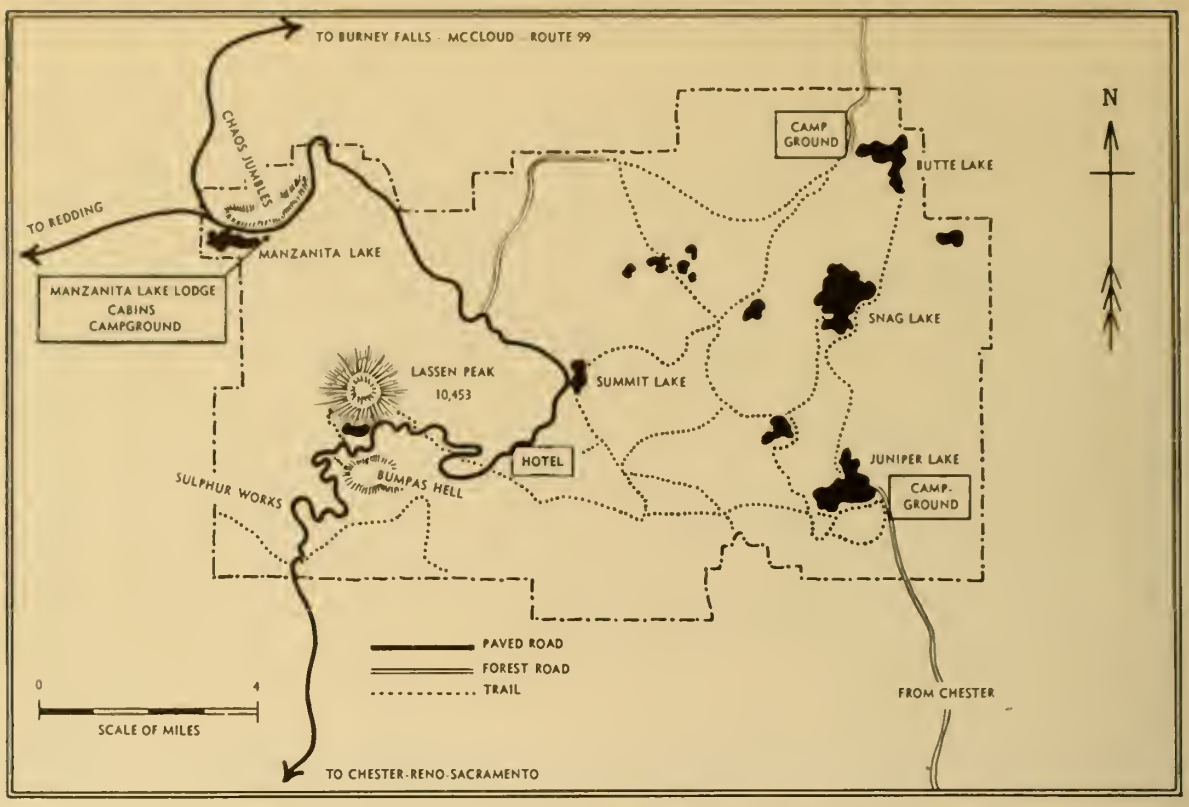
If you have the time you may want to complete the circuit around the Lake, to Tahoe City, where you first touched the Lake. If you are going on to Carson City, back-track to the junction.

Photographic suggestions — about "normal" exposure, flat-lighted, in mid-morning or mid-afternoon, when light is sufficiently flat on the trees, to give them life and color — especially for color shooting.

LASSEN VOLCANIC NATIONAL PARK

Lassen Peak, the most recently active volcano in the United States, is the southernmost of a chain of volcanic mountains that stretches north through the Cascades, including Mt. Shasta, Mt. Hood and Mt. Rainier, the three better known volcanic craters in the West.

For two centuries Lassen slumbered under its snowy mantle but without apparent preparatory effort it suddenly began belching lava, cinders and



LASSEN VOLCANIC NATIONAL PARK

smoke one day in May 1914. For a year it had mild, periodic convulsions — about 150 in all — emitting smoke and cold lava. But in May 1915 it let loose with a new blast, this time glowing lava streamed from an opening on the northeastern slope of this 10,456 foot volcanic cone. This was followed by still more violent blasts, pouring searing streams of lava five to six miles across meadows and through forests creating utter desolation still to be seen, although the area is now showing signs of returning vegetation.

Assuming you enter the Park at Manzanita Lake entrance you will want to enjoy a stroll along the north bank of the Lake, for the fine views of the Mountain across the water. As you proceed into the main Park area, beautiful Reflection Lake on your left invites another woodland stroll with equally fine views of the Mountain. Further along the road Chaos Jumbles appears to be fittingly named, and beyond that, is the devastated area blighted by the 1915 eruptions.

About 13 miles beyond Manzanita Lake the road passes by serene Summit Lake, from which trails take off to the Chain-of-Lakes region in the eastern part of the Park. Another four miles along is King's Creek Meadows public campground and the start of a trail that leads to King's Creek Falls, a little more than a mile off the highway. A mile or so up the road you reach the summit, close to Lassen Peak, an elevation within less than 2,000 feet of the top of the Mountain.

A short way down the grade you come upon Helen Lake (often frozen over until July), nestling in an old crater on the slope of Lassen Peak. From near here a trail winds up a gradual grade to the top of the Peak — about a three hour round trip hike.

Just around a bend in the road from Helen Lake trail markers direct you to Bumpas Hell, an area of boiling pools, mud pots, steam vents — Yellowstone Park in miniature. Make a visit to this phenomena by all means.

LASSEN PEAK — *across Reflection Lake*

Best time of day — after 2 p.m. (This shot made in late April)

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

MOUNT SHASTA — *from south of Dunsmuir*

Best time of day — midday

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

As you proceed farther along you will pass two more spots that call for stops — Lake Emerald and the Sulphur Works, the former a gem of a little lake in an old crater, the later another version of the Bumpas Hell display. As you pass on out of the Park, Eagle Peak, Mt. Diller, Diamond Peak, Brokeoff Mountain and Black Butte are impressive sights, especially when you realize that they are all remnants of the crater rim of ancient Mt. Tehama.

As are all National Parks, Lassen is crisscrossed with trails that take one afoot or horseback into the unspoiled stretches of backcountry — for those who have the time for such explorations.

Season — the Park accommodations are open from June 1st to about October 1st, but the pass near Helen Lake is usually blocked by snow until about July 1st. Road from Redding to Manzanita Lake is usually open by April 15th.

Photographic suggestions — it is impossible to anticipate all the spots in the Park you may want to shoot. Data about one shot of Lassen Peak is given with the illustration. For the best shots of Lassen Peak choose one of the many fine picture locations along the north bank of Manzanita Lake or across Reflection Lake. They all call for about the same exposure, if shot after noon, preferably 3 to 4 o'clock, when the light is best on the Peak.

LAVA BEDS NATIONAL MONUMENT

This monument is not directly on any one of the suggested routes and unless you are a student of such phenomena, or have an absorbing curiosity to see this 10 by 8 mile area of jumbled "debris" and a few of the hundred lava caves, I would not recommend the side trip to this region. It is a spectacle, to be sure, but anything but beautiful. If you visit Lassen, you will see lava a plenty. As roads in the Monument are unpaved, trips should be made only in the summer and early fall months.

If you do go to the Lava Beds, a sight nearby is worth the few extra miles, but make inquiry at the Monument, as the road is unmarked and I cannot properly direct you. This phenomena is Glass Mountain, a 7,850 foot pile of intermingled obsidian and pumice, two materials that are about the extremes in appearance and weight by bulk. The obsidian is the blackest, slickest, hardest I have ever found, with razor-sharp edges. The pumice is very porous and literally light as a feather. It gives one a queer kind of sensation to hold in one hand a block of obsidian the size of your fist, and which feels twice as heavy as its size suggests, and in the other hand a block of pumice two or three feet in each dimension which weighs less than half the small piece of obsidian. The two

materials are scattered promiscuously over the mountain's slopes and in heaps at the base. It is really something to tell the folks about when you get home.

MOUNT SHASTA

"Lonely as God and white as the winter moon", in the words of Joaquin Miller, "Mount Shasta starts up sudden and solitary from the heart of the great black forest", (before the loggers denuded the slopes). This 14,161 foot hulk of mountain was revered by the Indians as the dwelling place of the Great Spirit. A legend of the white man that is still repeated is even more fantastic — that high within the snowbound crater descendants of the Lemurians, inhabitants of a vast, ancient mid-Pacific continent, still dwell. In my several trips to Shasta I have never had the good fortune to encounter any of these strange people.

Mt. Shasta dominates the surrounding country for almost 100 miles, and presents a most impressive sight in the spring and early summer, under a mantle of snow. Above the 10,000 foot level five glaciers spread their icy fingers down the eastern and northeastern slopes.

A trail leads to the summit, 12 miles from Mt. Shasta City, but it is a mountain climber's task and not for the amateur out for an invigorating stroll. The illustration shown is the view from south of the town of Dunsmuir, but the road skirts close to the Mountain several miles farther north. The shot used here gives a rather good idea of the character of the country as you approach Mt. Shasta from the south, along the Sacramento River.

Photographic suggestions — pictures can be shot from several spots along the road, from the point south of Dunsmuir for several miles beyond Shasta. If you are by this way in the early morning, a better light angle is from the McCloud road, east from Route 99, above Shasta Springs. Exposures should be "normal" or slightly less, but not more than ½ f/ stop less, unless absolutely flat lighted.

MT. WHITNEY PINNACLES

Best time of day — before 11 a.m.

SUGGESTED EXPOSURES —

		Group A f/16
Group B f/22	Group C f/32	Group MA f/20
Group MB f/29	Group MC f/40	Group CA f/9
Group CMB f/11	Group CC f/32	Group CD f/14

MOUNT WHITNEY

It is unfortunate that the highest peak in the United States could not also be in a beautiful, easily accesible setting such as that of Mt. Rainier. Mt. Whitney is impressively rugged and it is interesting because it holds the record for height, but unless you are a mountain climber or want to take a pack trip, there is little point in leaving highway 395 for a closer view. However, during the summer months you can drive from Lone Pine to Whitney Portal, about 14 miles, to a pack station high on the slopes of the Mountain. From the parking area short hikes can be made to little lakes and fine viewpoints, but none from which you get a better view of Mt. Whitney than on the road going in. More than 1,000 fish-stocked mountain lakes are within packing distance of the pack station. In season, an escorted pack trip is made once or twice a week to the 14,495 foot summit of Whitney — a three day trip.

You will want pictures of Mt. Whitney, and good ones can be made from four good vantage

REDWOOD HIGHWAY — *Avenue of the Giants*

Best time of day — before 10 a.m. or after 2 p.m.

SUGGESTED EXPOSURES —

		Group A f/9
Group B f/12.7	Group C f/18	Group MA f/11
Group MB f/16	Group MC f/22	Group CA f/5
Group CMB f/6.3	Group CC f/18	Group CD f/8

points — from along the highway near Lone Pine; from the boulder hills along the road from Lone Pine to Whitney Portal; from near the end of the road to the Portal; and from the area from which I got the illustration shown, if you don't mind a 3,000 foot climb from Whitney Portal, through brush, over boulders, up cliffs and along ledges, to timber line. But save your energy, as you can see as much or more of the Peak from the Portal road. Pictures should be made before noon, otherwise the face of the mountain will be back-lighted.

MUIR WOODS NATIONAL MONUMENT

A four hundred acre tract set aside to protect a fine stand of Redwoods (Sequoia *sempervirens*) the first cousins of the Sequoia *gigantea* that are found only between the 4,000 to 8,000 foot elevations in the Sierra Nevadas. The sempervirens (or Redwoods) grow only at the lower elevations, and mostly in the damp atmosphere along the Coast.

The Monument is a delightfully wooded area only a few miles from the town of Mill Valley, at the foot of Mt. Tamalpais, across the Golden Gate north of San Francisco. If you haven't seen the giant Redwoods in Northern California or around Santa Cruz, don't miss seeing these fine specimens in Muir Woods. The tallest tree in the Woods is 246 feet; largest diameter 17 feet; thickness of bark, 3 inches to 1 foot.

PINNACLES NAT'L MONUMENT

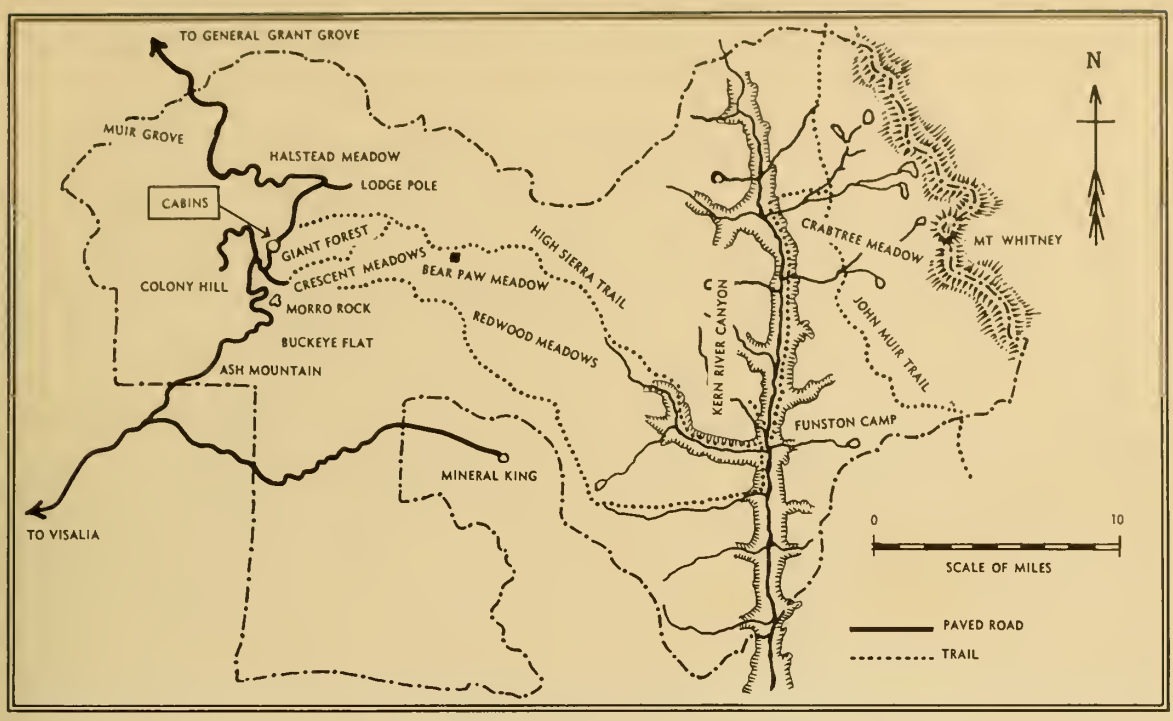
This 10,000 acre area in the Gabilan Range east of the town of Soledad is a jumble of rocks, pinnacles, twisting caverns and narrow gorges, with domes and spires rising from 600 to almost 1,000 feet. The area contains a type of colored formations of dark red conglomerate found nowhere else in North America.

The Monument can be reached from Soledad, east about 15 miles, or west about five miles from near the town of Pinnacles on Route 25. The roads do not connect so you cannot drive in one side and out the other. Although the territory is very interesting, do not skip more important sights to see the Pinnacles.

REDWOOD GROVES

These unbelievably majestic trees are found in groves in coastal areas from the Oregon-California border, scattered intermittently as far south as Santa Cruz, although the main concentration is along Route 101 north from Garberville to the State line. If you travel between Crater Lake and Crescent City, California, you will pass through one nice grove a few miles east of Crescent City.

There is understandable confusion about the Redwoods and the Sequoias. The Redwoods (Sequoia *sempervirens*) grow at lower elevations and relatively close to the Coast where they thrive in the foggy, moist climate. The bark of the Redwood is a dark blackish maroon, heavily ridged, and many trees develop odd growths such as burls, albino shoots, and fasciated formations. (The Sequoias (*gigantea*) have a spongy, "pin-cushion" type bark of reddish tan, and they grow only at higher elevations, usually 4,000 feet and above.



SEQUOIA NATIONAL PARK

The foliage of the two trees is quite different although related.

The better known groves of Redwoods start with "The Avenue of the Giants", a stretch of Route 101 south of the town of Eureka — one of the most impressive drives in America. If you don't get a feeling of being in a giant cathedral then you are immune to the emotions common to most of us. Just after you cross the Eel River bridge (coming from north) watch for a side road to the east, a short distance to the tallest tree in the world, so they say — a sight worth seeing. And make stops in the various groves set aside as State Parks, and take the time to really get acquainted with these monarchs of the forest, many of which were old trees at the time of the birth of Christ.

Photographic suggestions — Black and white pictures will not be too difficult but you will have a little trouble with color. The best condition for both is under a thin fog or light overcast, to cut down the extreme contrast in the light. I can only give you a guess as to exposures, but if you want to hold any texture in bark or color in trunks and foliage, give both black and white and color about 2 full f/ stops more exposure than "normal". The conditions really require a light meter as your eyes get adjusted to the conditions and you do not realize how little light is falling on your subjects, in comparison with fully lighted ones. Early or late in the day is better than mid-day.

SALTON SEA

None of the planned routes go by the Salton Sea, but a side trip south from Indio can be made down one side and back the other of this "dead sea". At the south end of the sea an area of steam-spouting, bubbling mud pots is worth the time — it is a weird sight.

The Salton Sink was a dry lake bed until a Colorado River flood in 1905 broke Imperial Valley irrigation ditches and flooded this old Sink to create a 450 square mile lake, 250 feet below sea level. Since that time normal inflow has almost balanced evaporation and the lake remains a lake, but evaporation will eventually win out — but not before you can get there to see it, you may be sure.

SEQUOIA NATIONAL PARK

So the story goes, the name "Sequoia", was given the Big Trees of California in tribute to an uneducated, non-English speaking Cherokee Indian (Se-quo-yah) who perfected a phonetic alphabet of 86 symbols, with a character representing each sound in the tongue of his tribe. With this alphabet every member of the tribe became able to read and write in a remarkably short time. So much for the origin of the word Sequoia, a puzzler to most people.

Sequoia National Park is best known for its giant trees (Sequoia *gigantea*) but it also includes

SEQUOIA — *looking toward the High Sierras*

Best time of day — 2 p.m. to 4 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

some of the most varied wild country found anywhere in the United States. Like Kings Canyon, the more spectacular mountain areas are reached only by trail. The eastern boundary of the Park is the crest of the High Sierras, topped by Mt. Whitney, the highest point in continental United States.

There are 32 distinct groves of Sequoias within the Park, the principal one being Giant Forest, but other groves reached by road or short trail are the Parker, Amphitheatre and Founders Groups, and the Congress and Huckleberry Meadow groves, with smaller groups found here and there along the road. The King of all the Sequoias

SEQUOIAS — *in Giant Forest, Sequoia National Park*

Best time of day — before 10 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/10	Group B f/14	Group C f/20	Group MA f/12.7	Group MB f/18
Group MC f/25	Group CA f/5.6	Group CMB f/7	Group CC f/20	Group CD f/9

is the General Sherman Tree, supposedly the oldest living thing on earth — somewhere between 3,000 and 5,000 years old. This 272 foot tree has a base circumference of 101 feet, a 36½ foot diameter, with branches that are more than 6½ feet through — larger than any trees we normally encounter. There is enough lumber in the General Sherman to greatly relieve any moderate housing shortage.

Although the Sequoias are the Park's main attraction, there are numerous other interesting things to see and do — a climb to the top of Morro Rock for a grand panoramic view — the short hike to the Tharp Cabin, a hollow Sequoia log made into living quarters by a hardy pioneer in 1858, and preserved as he left it — Crystal Cave — Hospital Rock — and the marvelous view from Eagle View Point across to the east and the Sierras. Two oddities should not be missed — the Auto Log, a fallen giant which has been hewn flat so you can drive your car along it, and the Tunnel Tree, another fallen tree through which the road has been cut.

The eastern portion of the Park, as you will see by referring to the map, is wild, rugged country indeed, with the 3,000 foot walls of the Kern River Canyon cutting through the western slopes of the 12,000 to 14,000 foot ridge that is the backbone of the Sierras. Numerous trails lead into the back country, to camps and some of the finest fishing to be found in the West. If you want to make a real expedition, and it would take five or six days at least, make the trip to the Summit of Mt. Whitney. (See Mt. Whitney for details of shorter trips, made from Lone Pine). Inquire at Park Headquarters or at the Sentinel Tree Ranger Station in Giant Forest about pack and trail trips, as well as for information about short hikes that lead to many fascinating, close-by areas.

Don't forget that Sequoia is high in the mountains — 4,000 to 8,000 feet — there will be a little chill in the evening air even during the summer months.

Season. Sequoia National Park is open all year, but only through the Ash Mountain entrance during the winter months. Winter sports at Lodgepole and Giant Forest, in two to twelve feet of snow, attract thousands of enthusiasts every winter season.

Photographic suggestions — if your experience parallels mine you will have much better luck in getting good pictures of the Big Trees in Sequoia than in either the General Grant Grove in Kings Canyon or in the Mariposa Grove in Yosemite. Several trees and groups are more fully lighted (at certain times of day, of course) than in the other parks. The General Sherman Tree is best lighted during the middle of the day — the Parker Group in the morning, and many individual specimens are good in morning light.

In full, flat light give "normal" to slightly more exposure, as the trees "absorb" rather than reflect more than a normal amount of incident light. At this elevation a CC 13 or C ⅛ filter is advisable for color shooting.

SHASTA DAM

Shasta is the world's second largest concrete dam, rising 602 feet above its foundation, higher than the Washington Monument. It is two-thirds of a mile long on top, and flood waters overflowing the huge spillway in the center of the Dam drop 480 feet, almost three times the height of Niagara Falls. Shasta Dam backs up the waters of three rivers — the Sacramento, Pit and the McCloud — to form a 35 mile long canyon lake. The hydro-electric plant includes five main power units, each consisting of a 75,000 kilowatt generator driven by a 103,000 horsepower turbine.

A major subsidiary project was the relocation of the highway and railroad, the most spectacular feature being the Pit River Bridge — the highest double-deck bridge in the world, carrying two main line train tracks on the lower deck, and four lanes of U. S. Highway 99 on the upper deck, 500 feet above the bed of the Pit River. The 30-mile railroad relocation includes 7 other large bridges and 12 tunnels.

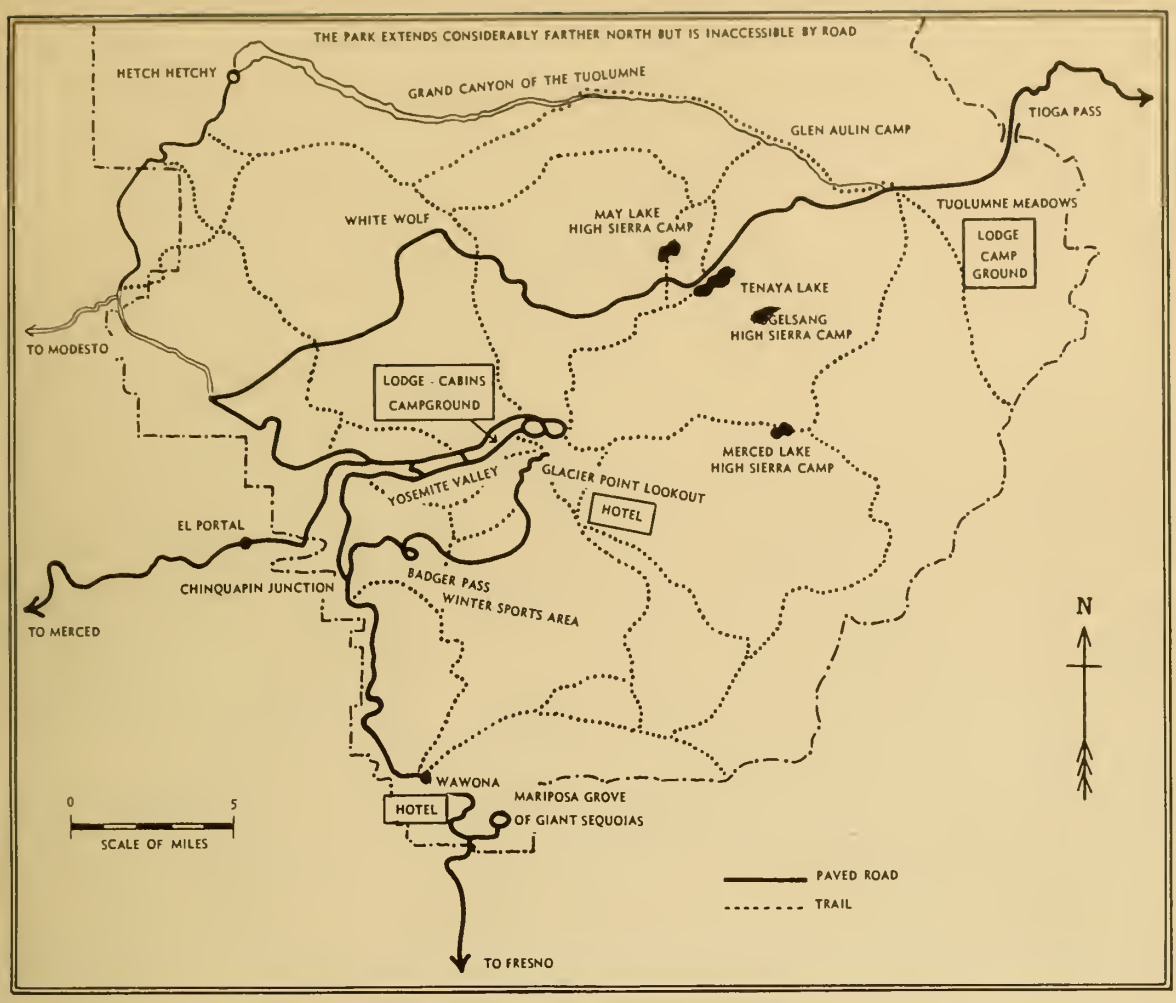
Shasta Dam, a part of the Central Valley Project, concerned with problems of irrigation, flood control, and power development, is only a few miles northwest of the town of Redding, reached over a fine paved road. For those traveling routes that go near the Dam I suggest you take time out to see it. I believe you will enjoy it.

YOSEMITE NATIONAL PARK

I cannot vouch for the fact, but the legend that Yosemite got its name from an Indian word "Uzamati" (grizzly bear) at least makes a good story, and sounds plausible.

The Park's 1,189 square miles is jam-packed with spectacular scenery — a whole range of mountain peaks 10,000 to 13,000 feet high, more than 400 lakes, five major waterfalls, three groves of giant Sequoias, canyons, streams, granite cliffs, and wonderful high mountain meadows. In all my travels I have never found so much variety of scenic beauty in any other single area.

The high mountains and the mountain lakes lie in the eastern area of the Park, for the most part; the waterfalls drop over the walls of Yosemite Valley and a tributary canyon, everyone an entrancing sight. Of the three groves of Sequoias, the Mariposa Grove is the best known and the most accessible. Of all the mountain meadows, Tuolumne, lying above 8,600 feet, is the largest and the most popular with tourists and campers.



YOSEMITE NATIONAL PARK

It lies in the High Sierras, on the Tioga Pass road, toward the Park's eastern boundary. It is a popular starting point for pack and saddle trips to high mountain areas.

Yosemite Valley, and the sheer granite walls that box it in, is the result of glacial action and the cutting of the Merced River. At the end of the Ice Age the Valley floor was some 3,000 feet below its present level but a glacial moraine at the lower end dammed the river and silt and sediment filled in to create the present floor level. But even after the fill, the granite cliffs of El Capitan, Yosemite Point and Half Dome tower 3,000 to almost 5,000 feet above what the Indians called Ahwahnee (deep grass valley).

As all Daily Schedules allow for an overnight stay in the Valley my suggestions for a tour of Yosemite are based on that schedule and on the assumption that you will reach the Valley by noon or earlier, whether by way of Merced or Tioga Pass.

After you enter the Park, keep to the left hand road. The first spectacular formation, seen across a bend in the Merced River, to the left, will be El Capitan, a giant granite monolith, in bulk four times that of the Rock of Gibraltar and three times the height of the Empire State Building. As this River view is one of the best angles for pictures get your shots now as the light will not be good on these surfaces in the morning.

On up the road another mile or so for a grand view of beautiful Yosemite Falls — the highest free leaping waterfalls in the world — the Upper Falls plunges 1,430 feet to the middle cascades and on to the 310 foot drop of the Lower Falls. The Falls are best from May to July, during maximum water runoff, diminishing to a mere trickle by Labor Day, and drying up entirely in the late fall during years of scant rainfall. You can get good pictures of the Falls from the road and nearby but the best shots are from the other bank of the River, below Old Village.

NEVADA and VERNAL FALLS — *from Glacier Point, Yosemite*

Best time of day — before 2 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

Continue on through Government Center and around to the parking area at Happy Isles. From here follow the trail toward Vernal Falls, at least far enough to get a good view of it and the tumbling white water of the river. I have hurried you somewhat up to here, to get you to Vernal Falls while the light is still good for pictures. It is quite a hike and a hard climb up the trail past Vernal to Nevada Falls, but a marvelous sight if you have the time and energy. Height of these Falls — Vernal 317 feet; Nevada 594 feet.

From Happy Isles keep to the left, past Camp Curry and Old Village. Take a look and pictures of Half Dome, and its reflection in the River,

YOSEMITE VALLEY — *from near Wawona Tunnel*

Best time of day — 10 a.m. to 4 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

YOSEMITE FALLS — *from east bank of the Merced River*

Best time of day — before 11 a.m. (This shot made in late May)

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

from the bridge at Old Village. The face of the Dome will be back-lighted in the morning. About ¼ mile west of the Old Village you will have an excellent view of Yosemite Falls, across the River. Your next stop should be Bridalveil Falls (620 feet). This is best in the afternoon, and if the Falls are running reasonably full and there is a mild breeze to fan out the mist, you should be greeted with a gorgeous rainbow (sometimes double) playing up and down the misty curtain — an ideal subject for the color shooter, especially in movies.

The balance of the day you are on your own, but this quick swing around the Valley will expose you to all the main attractions at this level except Mirror Lake, which should be saved for the following morning. Regardless of where you stay for the night, go over to Camp Curry soon after darkness sets in, to see the Fire Fall — a shower of burning coals shoved over the cliff near Glacier Point, to create a magnificent spectacle that delights young and old alike.

In the morning get to Mirror Lake before 8:30, in time to see the sunrise over Half Dome, and the changing effects in the glass smooth lake in Tenaya Canyon. If you are going on to Kings Canyon and Sequoia National Parks, follow the Fresno road out of the Valley, through Wawona Tunnel. At the Tunnel stop for the grand panoramic view of the Valley, then on up to Chinquapin Junction, and left to Glacier Point for the view across country, of Vernal and Nevada Falls, and the northern portion of the Valley. The Badger Pass winter sports area is just off this Glacier

BRIDAL VEIL FALLS — *Yosemite*

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

Point road a short distance. Back-track to Chinquapin and on toward Fresno, taking the short side trip to the Mariposa Grove of Giant Sequoias, just before you leave the Park. Be sure to see and drive through the tunnel tree, not so much for the stunt as for better appreciation of size such a feat seems to give one.

If you stay in the Valley longer than the foregoing schedule provides you may wish to make some of the short hikes that take off from the Happy Isles parking area (1) about a mile to Sierra Point, (2) one mile to Vernal Falls, (3) 3½ miles to Nevada Falls, (4) 8 miles to Glacier Point. A 7 day naturalist-guided hike starts from Yosemite Valley each Monday morning during July and August for a circuit of the High Sierra camps shown on the map. Reservations must be made well in advance for these popular trips. Parties are limited to 15 persons and the schedule covers an average of 10 miles per day.

Season. Yosemite is open all year, with accommodations only in the Valley, during the mid-winter months. The road from Merced is always open and the one from Fresno is kept open except during the heaviest snows. The Tioga Pass road is open only from July 1st to October 1st.

Photographic suggestions. The pictures shown will give you a clue as to exposures in full sun, for most of the formations in the Valley. Shots in Mariposa Grove require about one full f/ stop more than "normal" exposure as a minimum, some more will not hurt, and then with sun lighting most of the surfaces of trunks and foliage facing your camera.

YUMA SANDS

This is not the type of attraction to take you off your route but worth giving more than a fleeting look if you are by that way. The dunes are some miles west of Yuma, on Route 80. Lucky you are that you do not have to bump your way across the old plank road that wound its uncertain way over these shifting sands. Pieces of the old road can still be seen here and there, paralelling the present fine highway. This sand dunes area is practically void of vegetation, and has served the movies on many occasions as a substitute for the Sahara. The All-American Canal, watering the Imperial Valley, was scooped through these sands but the first waters fed into the Canal sank from sight as fast as run in, necessitating coating the floor and walls before it became of practical use.

THE CALIFORNIA MISSION TRAIL

More than two centuries passed after Cabrillo sailed into San Diego Bay before the Spanish

HALF DOME — *Merced River*

Best time of day — after noon

SUGGESTED EXPOSURES —

		Group A f/12.7
Group B f/18	Group C f/25	Group MA f/16
Gruop MB f/22	Gropu MC f/32	Group CA f/7
Group CMB f/9	Group CC f/25	Group CD f/11

government showed much interest in Alta California. Lower California had been given some attention, with a few settlements. But when, in 1767, news reached the court of Charles III that both the Russians and the English were casting covetous eyes toward the territory the King's representative in Mexico sent four expeditions to clinch Spain's claim — two by water and two by land. Fray Junipero Serra (who was to become the "Father of the California Missions") was sent with one land force to found missions as presidios were established.

Fray Serra's first mission was at San Diego — a chapel of boughs and branches, with the mission bell hung from the branch of a tree. And so started the chain of Missions which eventually reached from San Diego to Sonoma, along the El Camino Real (The Royal Road) one day's foot journey apart. Started in 1769, this chain of Missions was completed by 1823.

Gradually, small towns grew up around the missions and presidios — San Diego, San Francisco, Santa Barbara and Monterey being the principal and more prosperous of these new communities.

After the Mexican Government won its independence from Spain the new government, by decree, secularized the Missions, which, unattended, soon fell into a state of decay, many reduced to partial or total ruins within a few years. Many of the partially destroyed mission buildings have been restored and others are in process of restoration. When you visit these fine old structures you will appreciate, as did one noted authority, "how these hard-headed priests, in sheltering their converts, created in simplicity and strength a type of architecture which considered from the standpoint of practical living, climatic background, materials of construction and ethic significance, has rarely been equalled in any land. What a matchless artistic heritage they have left us!"

You will better understand California when you realize that this Mission era left a permanent imprint on this land — in names, customs, and architecture — evidences of which are most noticeable in the area along the Coast, from Monterey south.

You should see at least two or three of the Missions. Santa Barbara and San Juan Capistrano are my favorites but there are several others worth making a special effort to visit, if you have the time. For the record as to the original Missions and their locations, and in order to acquaint you with which are in best condition, I am listing below the names of all them, date of founding, location and comments about their present state of preservation. For convenience the list reads from San Diego north, as this is also the general sequence in which they were built.

San Diego de Alcala.....1769
At San Diego, in the "old town" section. In good state of preservation. A fine bell tower.

San Luis Rey de Francia.....1798
Near Oceanside. Property now being used as church and Franciscan College. An imposing edifice, in a delightful setting.

San Antonio de Pala.....1816
At Pala, farther inland from Oceanside. Not a regular mission but established as an asistencia. An interesting bell tower and garden.

San Juan Capistrano.....1776
At San Juan Capistrano. The "Jewel of the Missions". Beautiful grounds. Some buildings in good condition, others in partial ruin, that have an "old world" atmosphere. A photographer's paradise. Don't miss San Juan Capistrano, the home of the white pigeons and the swallows.

San Gabriel 1771
At town of San Gabriel. In good state of preservation. One of the largest and oldest grape vines in California still grows in the courtyard.

San Fernando Rey de Espana.....1797
At San Fernando. One building in good condition and partially furnished, others being restored. Interesting gardens, with a fountain that is a copy of one in Cordova, Spain.

San Buenaventura.....1782
At Ventura. Too modern looking; used today as a church. Suffers in setting; in business section.

Santa Barbara.....1786
At Santa Barbara. One of the finest, and the only one continuously open since its founding and functioning under the Franciscans. who built it. It is one of the two or three missions that you should see if at all possible. Escorted tours through the building and the exhibits.

Santa Inez.....1804
Near Buellton. In good state of preservation. An interesting bell tower. Nicely situated in Santa Inez Valley.

La Purisima Concepcion.....1787
Near Lompoc. Restored from almost complete ruins. Has less "atmosphere" than many.

San Luis Obispo de Tolosa.....1772
At San Luis Obispo. In the business section of town, looks too much "modernized".

San Miguel Arcangel.....1797
At San Miguel, 10 miles north of Paso Robles. In excellent condition.

San Antonio de Padua.....1771
26 miles west from King City, over rough road. In state of ruins.

Nuestra Sonora Dolorissima de la Soledad..1791
Near Soledad. All that is left is a section of one wall.

San Carlos Borromeo.....1770
At Carmel. Very interesting. Main building in good condition, others being restored. Burial place of Fray Serra.

San Juan Bautista.....1797
At San Juan Bautista. In good state of preservation. In an interesting old community.

Santa Cruz.....1791
At Santa Cruz. Present building is a replica, about half the size of the original mission. Stands on the old mission grounds.

San Jose de Guadalupe.....1797
About 15 miles north of San Jose. Only part of the old living quarters remain.

Santa Clara de Asis.....1777
At Santa Clara. None of original mission left, but Chapel of the University of Santa Clara stands on the original mission site.

San Francisco de Asis (Mission Dolores)...1776
At San Francisco. One of the less imposing, and in a setting that does not enhance one's impression.

San Rafael Arcangel.....1817
At San Rafael. Nothing left but a marker.

San Francisco Solano.....1823
At Sonoma. The most northerly of the missions, built to discourage the southward advance of the Russians. In a fair state of preservation.

Cities, Towns and Two Missions you will want to visit.

I am listing only those cities and towns at which a day or more has been provided on one or more of the planned trips. Others through which you will pass are given mention in the "Day-by-Day Schedules" if there is something of special interest which you may want to see.

LOS ANGELES AREA

In no other city in the West will you encounter the like of jumbled contrasts found in this sprawling city still in its awkward age. You could place the four largest cities in the world within its limits and still have land to spare. Los Angeles is a mixture of beauty and conglomoration — in people as well as in architecture, and you can find very much whatever you look for.

Unless you make a protracted stay, you will have time for only a few of the wide variety of sights in the Los Angeles area. To help you select what may interest you most, a list of popular attractions is given, with sufficient comments for a guide. If you wish more detailed information about the area call at Tourist Headquarters in downtown Los Angeles.

Before we get to the list, may I suggest a circle drive that can be made in a day or less, which will expose you to a sufficient number of sights to give a general conception of the character of the country, a little of the flavor of its past, and some of the best of the mode of living that is peculiar to this climate.

First, visit the City Hall and get the marvelous view from its tower. Then north on Main Street about four blocks to the Old Plaza, the Mission Church and Olvera Street. This is the heart of the beginnings of the pueblo village of the late 1700's that was to grow to be the country's fifth largest city. At Olvera Street you will find quaint little Mexican shops and handicrafts being produced on the spot, as they have been for a century or more.

From the Plaza follow Sunset Boulevard west to Laurel Canyon Boulevard (about 8200) and then right on Laurel Canyon to Mulholland Drive

SOUTH BEACH — *Santa Monica*

Best time of day — after 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

and then left on Mulholland. This drive along the crest of the mountains will give you a wonderful view of San Fernando Valley and the mountains that encircle it. Proceed on Mulholland to Beverly Glen Boulevard, left on Beverly Glen back to Sunset Boulevard, in Beverly Hills. To give you a glimpse of this city within a city (it is completely surrounded by Los Angeles) go east on Sunset to Canon Drive, right on Canon Drive to Santa Monica Boulevard, then west on Santa Monica two or three blocks, then north to Sunset again and turn left on Sunset toward the Ocean. Follow Sunset to Westwood Boulevard (10,700 west) and then south on Westwood into Westwood Village, past the University of California at Los Angeles (UCLA). Stop for a look around the shops in Westwood Village — the real show place of all Los Angeles' shopping areas.

Proceed through Westwood Village to Wilshire Boulevard then west a few blocks to Sepulveda Boulevard, then north to Sunset again and stay on it to the coast; a very pleasant drive past many beautiful homes. Shortly before you get to the coast you will see the Bernheimer Gardens on the left, which are well worth a stop and short visit. Sunset Boulevard runs into the four lane Roosevelt Highway at the waters edge, and you can stop at one of the beaches here or proceed south along the shore to any one of dozens of places to park for a play on the sands or in the surf. Stay on the coast road to Channel Road at the mouth of Santa Monica Canyon. Turn left here and take the circle swing (east two or three blocks and then up the grade west) to the top of The Palisades, and Ocean Avenue — Santa Monica's frontyard. From the cliff you can look down on the homes of movie stars and celebrities that line the beach for blocks.

After you have had your look, go south to Pico Boulevard (1300) then left to Sepulveda Boulevard (11,000), south on Sepulveda to Slauson Avenue, then east to Figueroa Street, north on Figueroa to Exposition Park and the University of Southern California. From there downtown.

If you are ready to leave Santa Monica by noon or shortly after, you will have the time and I know you will enjoy the drive around Palos Verdes to San Pedro harbor and then to Exposition Park. For this extension to your route turn off Pico Boulevard at Lincoln (Route Alt. 101), and go south through Manhattan, Hermosa and Redondo Beaches to the road that follows the shore line around Palos Verdes, past Point Vicente Lighthouse, staying on the shore line road to Point Fermin then north on Route 11 (which becomes Figueroa shortly) all the way to Exposition Park. This extended drive will give you an intimate feel of the Los Angeles area.

ORANGE GROVES, PALM TREES, SNOW-CAPPED MOUNTAINS
A typical wintertime scene in the Los Angeles area

Popular attractions in Los Angeles Area.

Bernheimer Gardens, on Sunset Boulevard, near the coast, on the suggested circle drive. Flower gardens on hillsides and in the canyon.

Beverly Hills, on the one day drive. Fine residential section.

Exposition Park, Memorial Coliseum, County Museum, fine rose garden.

Fort MacArthur, San Pedro Bay, Palos Verdes, on the extended one day drive as described.

Griffith Park, Planetarium, Zoo, and beautiful drives. Out Vermont Avenue to where it runs into the Park.

Hollywood, you will pass some of the movie studios on south side of Sunset on the one day drive. CBS and NBC studios at Sunset and Vine Street. Other movie studios in Burbank, Universal City, Culver City and in west portion of Los Angeles, near Westwood Village.

Lyon's Pony Express Museum, a great place for the youngsters and the oldsters interested in the old West. At Arcadia.

Mt. Wilson, (observatory of Carnegie Institution), about 25 miles north of Pasadena. Observatory on mile-high summit open to public, hotel for overnight guests.

Olvera Street, Mexican shops and wares, just off the Old Plaza on north Main Street.

Pasadena, Huntington Library and Gallery and the Gardens. One of the finest of art exhibits, rare old manuscripts, and collectors items. A several acre Cactus Garden grows specimens from all the deserts of North and South America.

San Fernando Mission, at San Fernando, well worth seeing. Fine gardens and park.

San Fernando Valley, a broad expanse of homes and small ranches, over the mountains north and west from Hollywood.

LONE CYPRESS — *Midway Point on 17-Mile Drive*

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

San Gabriel Mission, at San Gabriel, one of the first of the Missions.

Santa Anita Park, home of "The Sport of Kings" — a beautiful track in a grand setting. Season, late December to late February.

Santa Catalina Island, see special story on Catalina. Reached from Wilmington by daily steamer or by plane.

Santa Monica, beaches, palisades. Los Angeles' best beaches and most impressive coastline.

University of California at Los Angeles, campus in Westwood Village. Scheduled on one day drive.

University of Southern California, near Exposition Park. Scheduled on the one day drive.

MONTEREY — CARMEL

Monterey was so conspicuously identified with the beginnings of what is now California that a little historical background may give you a better appreciation of the place.

Sebastian Vizcaino, merchant-explorer, sailed into the bay in 1602 and promptly named it Monterey in honor of the Count of Monte-Rey, then Viceroy of Mexico. Fathers Crespi and Serra (later the "Father" of the California Missions) landed with Portola's expedition in 1770. Soon after, they founded Mission San Carlos Borromeo some four miles from the presidio, to get it away from what they considered too much gayiety and

frivolity. Five years later the King of Spain designated Monterey the capital of California. From then to and including the early days of American occupation in the 1840's, Monterey was the social, military and political center of the territory. In 1849 California's first constitution was drafted in Colton Hall (Monterey) and Monterey was established as the State's capital, an honor the city has periodically tried to recapture.

There are scores of interesting and fascinating sights in the Monterey-Carmel area. For purely beautiful scenery you will go far before you match that of the 17-mile Drive around Monterey Peninsula, Carmel Bay and its white sands, and Pt. Lobos State Park, called "The greatest meeting of Land and Water in the World". On the 17-mile drive you will pass through the Pebble Beach area of fine homes, past famous Cypress Point to the Seal Rocks and the shore line north of there where thundering white caps pound against the rocky shore incessantly, and dramatically, if there is a good off-water breeze. I prefer to make the Drive in this clock-wise direction, starting at Carmel and ending at Pacific Grove.

At Pt. Lobos, walk out to the point where the fascinating tide pools contain marvelous displays of sea life (toward the seal rocks), and stroll through the Cypress Grove to Pinnacle Rock. This is the home of the world famous Monterey Cypress, the sole remaining natural grove of these strange trees. As you drive south from Carmel to Pt. Lobos you will want to stop for a short visit at the San Carlos Mission, and if you have the time, you might make the drive east up Carmel Valley, nestling serenely at the foot of sizeable mountains.

In Monterey there are 55 historic old buildings, all of which can be seen by following the marked "historic route" through town. Among the more famous of these are the Old Customs House, Colton Hall, the Robert Louis Stevenson House, California's First Theater, the Whaling Station, and all the others, every one with a romantic story of the part each played in California's history under four flags — Spanish, Mexican, Bear Republic and the Stars and Stripes. Call at the Monterey Chamber of Commerce for directory of all attractions in this area.

Photographic suggestions — follow the clue given by exposure suggestions with the illustration in this section.

PALM SPRINGS AREA

What to do and see around Palm Springs depends very much upon whether you are just driving through, staying for a day or two, or for a week or a month.

I'll tell you what is there — you do the choosing. First, unless you want to get "dehydrated", this area should be by-passed between May and December, the season when the temperature plays between 100 and 140 degrees, and in the shade at that. The Town of Palm Springs, its hotels, inns and shops are planned to attract the Hollywood and Park Avenue set, but there is no snobbish air about the place. To look at it, it is just about what you would expect — a resort town pancaked on the desert at the foot of Mt. San Jacinto (10,805 feet), snow-capped during the winter months. Accommodations in Palm Springs and nearby Cathedral City can be had at reasonable rates, so don't let the swankiness of the luxurious, "dollar an hour" establishments make you timid about visiting the territory.

The principal tourist activities are loafing, bicycling, riding on desert trails, swimming — and loafing. Sun-drenched days on the desert really put a tingle in your blood.

Three things interest me most in the Palm Springs vicinity. The view of Mt. San Jacinto from the Banning-Indio road near Whitewater, across the desert to the snow-capped peak to the south. It is one of the best desert and mountain shots you will find.

The second is Palm Canyon. Here more than 4,000 of a species of Palm (believed to be more than 1,000 years old and found only in the Colorado desert) wall in the little creek bed as it meanders through the Canyon deep into the hills. You can take a short or long hike in the Canyon — it is all very interesting. Follow Palm Canyon road south from town.

The third attraction depends somewhat on weather and the season. If there have been good early rains the sand dunes east of Palm Springs will, in season, (February and March) be blanketed with sand verbenas as far as the eye can carry. They make a marvelous subject for color shots, with the mountain background.

At greater distances you will find many other interesting attractions in the Palm Springs area. From near Whitewater a road leads north and east to Twenty-nine Palms (another desert resort town) and the north entrance to Joshua Tree National Monument. South and east of Indio (in from Mecca) is Painted Canyon — not too spectacular, but interesting. Farther south is the Salton Sea, described under that heading on another page. On the road from Palm Springs to Indio (Route 111) you will pass through the heart of the Date industry in America. (Incidentally, you will pass a "Sea Level" marker on this road. if you wonder at what elevation you are traveling). Stop at one of these Date Gardens and stroll through the grounds. The trees are magnificent, and every operation in the culture of this delicacy is most interesting. This is a young industry in America — most of the development has been within the past thirty years. From this Coachella Valley area

BALBOA PARK — *California Building*

Best time of day — 10 a.m. to 3 p.m.

SUGGESTED EXPOSURES —

		Group A f/12.7
Group B f/18	Group C f/25	Group MA f/16
Group MB f/22	Group MC f/32	Group CA f/7
Group CMB f/9	Group CC f/25	Group CD f/11

more than 10 million pounds of dates are shipped each year, 70% of the total American production. The product is much superior to that imported from the Near East (the date's native land) because of better methods and scientific culture.

Photographic suggestions — more or less flat-lighted shots made on the desert should be given ½ to ¾ f stop less than "normal" exposures. However, shots made in Palm Canyon, even when relatively flat-lighted, call for about "normal" exposure, for both black and white and color.

SAN DIEGO

and the drive from Los Angeles

All the planned routes (except the Orange and ones originating in Los Angeles) that include San Diego suggest a roundtrip from Los Angeles, (read the "Daily Schedule" for your route).

If you make this delightful drive of more than 100 miles along the shore of the blue Pacific, you will pass by or near two of the old Spanish Missions — San Juan Capistrano, at the town of that name, and San Luis Rey, a few miles inland from Oceanside. Arrange to stop an hour or more at San Juan Capistrano, by all means, even if you have to pass up some of the sights at San Diego.

At a "Y" in the road south of Del Mar the right hand fork swings through La Jolla (14 miles north of San Diego), the little community with the best of California atmosphere, sprawling over the hills and along the cliffs of a very picturesque bit of shoreline. Make the drive along the cliffs, and stop at "The Cove". The renowned Scripps Institution of Oceanography is located at La Jolla. You can continue on to San Diego without returning to Route 101.

In San Diego you will especially want to see Balboa Park and the Old Town section, and Cabrillo National Monument, the old Spanish Lighthouse on Point Loma if it is again open to the general public by the time you get there. It was included in restricted Navy property during the War.

Balboa Park, the setting for the Fair some years ago, has fine, spacious grounds, interesting architecture and very worth-while exhibits. The Fine Arts Gallery, The Museum of Natural History and the California Building all should be visited. A Zoo nearby will fascinate the youngsters. You will enjoy Balboa Park.

Visit Old Town and the old Mission San Diego de Alcala, the first Mission in California (1769), which dominated the sleepy Spanish village for about three-quarters of a century. General Fremont's forces raised the American flag over Old Town Plaza in 1846, and four years later San Diego was incorporated as a city. In the span of one century this pioneer town has grown to a metropolitan center with a population of more than one-quarter of a million.

There are other sights to see around San Diego — Mission Beach, Sunset Cliffs, Coronado "island", which really isn't an island at all, although you reach it by ferry, and its picturesque old Hotel de Coronado, and, of course, the side trip to Tia Juana, across the border into Old Mexico, only a few miles south of San Diego. If you have the time you may want to drive as far south as the resort city of Ensenada, a sea coast town that is a strange mixture of peon hovels and modern hotels. The road to Ensenada is good all the way, but don't plan to go farther by car.

Photographic suggestions — most all subjects in the San Diego area, except seascapes, call for about "normal" exposure or slightly less, in full sun. Stick to "normal" in Balboa Park unless you

FISHERMEN'S WHARF

Best time of day — 11 a.m. to 4 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

are shooting a detail on the glaringly light-colored buildings. Give seascapes ½ to 1 full f/ stop less than "normal" exposure. If the surf is running good at La Jolla there are several places along the shore line where you can get some excellent shots, most of them in the best light during the afternoon, however.

SAN FRANCISCO BAY AREA

As you will observe in reading the "Daily Schedules" on the planned trips, only one full day or a little more has been allotted to each of the principal cities. You could spend a month in and around San Francisco, or Los Angeles, and still not cover everything there is to see and do, but I am assuming that you are most interested in seeing those things that are of major importance and which at the same time give you the "feel" of the place. If I had just one day in San Francisco I would make the following tour:

In the morning before I got my car out of the garage, I would visit Chinatown on foot, starting at its south end on Grant Street and wander around among the shops and by-ways until I had seen enough. Then get the car, drive down to the Ferry Building and turn left along the Embarcadero to the street that takes off to the left to the top of Telegraph Hill, for the marvelous view looking down on the waterfront, the business section of the City, the Golden Gate Bridge and Alcatraz Island, and across to the Oakland and Berkeley shore tied to San Francisco by the Oakland Bay Bridge, anchored in mid-bay, so it seems, by Yerba Buena Island. Treasure Island is to the left, site of the comparatively recent World's Fair. Drive back down the hill to the Embarcadero and proceed west to Fisherman's Wharf and the picturesque fishing fleet riding at anchor. If it is about lunch time and you like sea food, here is your spot. From Fisherman's Wharf continue on west to Marina Park, past the Yacht Harbor and from there make the little detour through the grounds of the 1915 Pan-Pacific Exposition. (As the streets are a little bit jumbled in this part of town you may have to ask directions).

Then get on Lombard Street (near by), regular Route 101, which will take you onto the ramp leading to the Golden Gate Bridge. If you have crossed or do not care to cross the Bridge, you turn right just before getting to the Toll Gate, into a parking area for all the looking and pictures you may want. You leave the parking area through an underpass and back up to the main highway that leads on west through the Presidio Grounds

GOLDEN GATE BRIDGE

Best time of day — before 2 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

toward the Cliff House. From there proceed south along the ocean drive to signs pointing left into Golden Gate Park. Continue east in the Park until you come to a main thoroughfare marked either "19th Avenue" or "Park Presidio Drive" (I am not sure where you will hit this drive as there are several winding roads in the Park) and then left on 19th Avenue to Portola Drive. Turn left on Portola to Twin Peaks, for another marvelous and more expansive view of the whole Bay area. Continue on toward downtown section (you will shortly hit Market Street) to Dolores Street, where you turn right to Mission Dolores, just around the corner. After a visit to the old Mission you will probably be ready to call it a day.

If time permits you can make any of the short trips from San Francisco, each of which will take at least a half day. One is to Muir Woods National Monument, near Mill Valley, across the Golden Gate north. If you have a day for this trip include the drive to the summit of Mt. Tamalpais, for a still more expansive bird's-eye view of the surrounding country. This all assumes you have a clear day — they do have fog around the Bay, perhaps you have heard.

Another trip would cover Oakland and Berkeley and the campus of the University of California, the Campanile of which you will see from most every vantage point in the Bay area. If you are interested in fine foods San Francisco eating places have an international reputation, and a variety to suit every taste.

Photographic suggestions — I cannot do much more for you than the data given with the pictures of this area. Most of the shots are rather expansive scenes and most of them include a large area of water. In relatively flat light, use slightly less than "normal" exposure on most such scenes — if it is a clear day, which I cannot guarantee. There are many days when weather conditions do not seriously handicap pleasurable sight-seeing but which do interfere badly with good photographic results.

SAN JUAN CAPISTRANO MISSION

I am listing this attraction in the City section only because there is no other place to tie it into the trips as planned. This old Mission is such a picturesque one that I am inclined to place the emphasize on it that this special listing gives.

Built in 1776, this Mission was a truly remarkable structure for its time. Under the tutelage of expert masons from Mexico the Indians had been taught how to cut and carve stone, and the result must have been magnificent for even today

OAKLAND-BAY BRIDGE

Best time of day — early (this shot late in day)

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

architects and artisans marvel at the workmanship evident in the ruins of the main chapel, demolished by an earthquake six years after it was built. Many of the buildings are in excellent condition, others have been partially restored. But it is the beauty of the grounds and the general atmosphere of the place that you will most appreciate — the fountains, the flocks of white pigeons that remind world travelers of St. Marks in Italy, and the fine shrubs and flowers that make the gardens a delight. San Juan Capistrano is the home of the migrating swallows, by whose departure in the fall and arrival in the spring one can verify the calendar, so they claim. I have had only one opportunity to check the legend — I arrived at the Mission one year on the day the swallows were scheduled to leave, and when I got there about 9 o'clock in the morning there wasn't a swallow to be found, and the place had swarmed with them the day before.

If you have to skip all other missions I strongly urge that you plan your time to include at least two hours at San Juan Capistrano.

SANTA BARBARA

Santa Barbara has been fittingly called the "last and most romantic stronghold of Old California". It has a delightful variety in setting — mountains, seashore, expansive valleys, giant live oaks, stately palms, decorative eucalyptus, and one of the best climates along California's shore.

If you can schedule your trip to be in Santa Barbara at the time of the annual "Old Spanish Days" Fiesta (the three-day weekend after the full moon in August, but check dates by writing the Chamber of Commerce) you will see a near-duplication of the Fiesta days of the Dons and Senoritas when the old Spanish culture was in its prime. Another event that interests all lovers of water sports is Semana Nautica, held each year for three consecutive days, one of which is the 4th of July.

For a day's stay in Santa Barbara I suggest you first drive along the water front, and out to the yacht harbor if you are interested, then back up through town to the old Mission, the only California Mission on whose altar the fire has never died, from the day its doors were opened about 160 years ago. Regularly escorted tours take you through the many rooms with their fascinating exhibits of early California life, and through the garden. Then back downtown to the County Court House, noted as one of the finest public buildings in America.

By this time you will want lunch, and you should have it at El Paseo, with a visit to the

SANTA BARBARA MISSION

Best time of day — 10 a.m. to 2 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

near-by shops and the old de la Guerra Adobe, the grounds of which join El Paseo. This adobe was built in 1827 by the then Captain and Commandante of the Presidio of Santa Barbara, and is truly representative of early California architecture and construction. The balance of the afternoon can be spent in visits to other of the old adobes around town, the Lobero Theatre, the Botannical Gardens, or in just browsing around the many interesting shops. Many drives can be made around Santa Barbara details of which you can get from the Chamber of Commerce. Garden tours through many of the fine estates in Santa Barbara and Montecito are made in season, to which you are also welcome.

Photographic suggestions — about the only suggestions I can give you aside from the data with the Santa Barbara Mission illustration is that you will have the best light at the Mission before noon, the best light on the arch and tower of the Court House in the afternoon, and that pictures along the waterfront are best early or late in the day. Pictures of the Mission and Court House have to be a compromise — a sufficiently short exposure to hold any texture detail in the light colored walls, which in turn will slightly underexpose the trees and shrubs. About ½ /f stop less than "normal" is a good compromise for such shots as well as those along the water front. You will find many fine picture subjects.

SAN JUAN CAPISTRANO MISSION

Best time of day — noon to 4 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

WILDFLOWERS IN CALIFORNIA

(State Flower — "Golden Poppy")

There is little point in mentioning any but those which you are likely to see along one of the planned routes. In northern California, along the coast, the hillsides that slope down to the sea are covered with wild Azalea and wild Lilac, in the late spring. Farther inland, especially on the hills that slope toward the San Joaquin Valley, you will find the California Poppy, in little clumps and here and there a whole color-splashed hillside. In the spring a sea of Purple Lupine stretches for miles across the flats below Bakersfield just before the road climbs into the mountains, on the way to Los Angeles. In the deserts you will find great blankets of Sand Verbenas interspersed with many other delicate little desert flowers. And, of course, there are many varities of blooming cactus in the desert areas, all of which are ideal subjects for close-up color shots. I cannot tell you the exact date for any of these displays as they are early or late, especially good or just ordinary, depending greatly upon previous rainfall and general weather conditions.

WEATHER

This is a rather touchy subject to a Californian for anything but a warm, clear sun is "unusual". In summer the days are warm and the nights cool, and there is little rainfall in the northern part of the State and none at all from San Francisco south, unless it is very "unusual". Southern California claims that no outdoor event has ever been called off on account of rain between May and September. For those of you making a winter trip, be prepared for rain and hope that you won't have it. From San Francisco south the rains are intermittent and often only short showers, until December. January may see one or two good rains, February is the "rainy" month if the weather stays on schedule, there will be less in March and perhaps none at all in April. It can be, and usually is, particularly warm and balmy in southern California during most of the winter months, back a few miles from the Coast. The Coast areas are cooler and damper, as you would expect. The desert resort areas, in winter, enjoy the kind of "summer" temperatures you will like, with the extra tingle of the desert sun.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN CALIFORNIA

JANUARY

Jan. 1st	at Pasadena	Tournament of Roses
1st	at Pasadena	Rose Bowl Football Game
1st week	at San Diego	New Year Regatta

FEBRUARY

1st week	at Big Pines	Annual Snow Pageant
3rd week	at San Bernardino	National Orange Show

MARCH

1st week	at Pasadena	Spring Flower Show

APRIL

1st week	at Oakland	Spring Garden Show

JUNE

no fixed date	at Long Beach	Water Sports Carnival

JULY

1st week	at Santa Barbara	Semana Nautica
no fixed date	at Carmel	Bach Festival
no fixed date	at Hollywood	Bowl Symphony Season

AUGUST

2nd or 3rd week	at Santa Barbara	Old Spanish Days Fiesta

SEPTEMBER

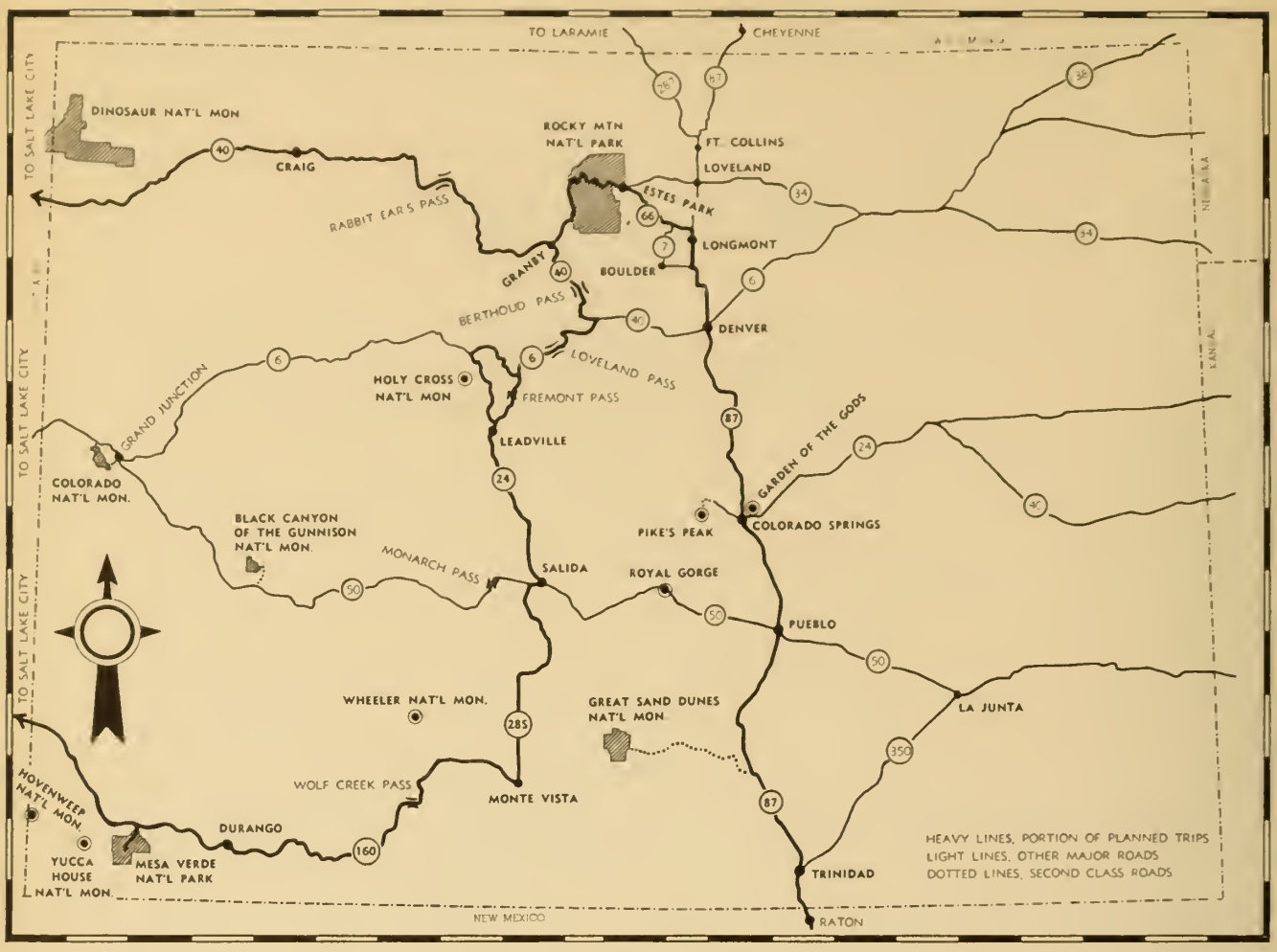
1st week	at Sacramento	State Fair
2nd week	at San Gabriel	Mission Festival

DECEMBER

3rd week	at Los Angeles	Great Western Livestock Show

(These are by no means all the events within the State during the year but are those most likely to interest the average tourist.)

COLORADO SECTION



COLORADO

The "highest" State in the Union (mean altitude of 6,800 feet) ranks seventh among the States in area and thirty-third in population. From east to west it is 387 miles; north to south, 276 miles. Area, 104,247 square miles. Within its borders are 48 of the 79 peaks of the U. S. and Alaska above 14,000 feet in height, the highest being Mt. Elbert, 14,431 feet, only 64 feet below that of Mt. Whitney. Mean annual temperature, 45 degrees; mean annual precipitation, 17". State Capital, Denver.

COLORADO

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed. The tabulation below starts with the first point of interest on each route).

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	Utah border	Mesa Verde National Park	160	74 miles
	Mesa Verde	Monte Vista	160	183 "
	Monte Vista	Buena Vista	285	104 "
	Buena Vista	Leadville	24	35 "
	Leadville	Wheeler	91	25 "
	Wheeler	Junction with 40	6	47 "
	Junction 40	Granby Junction	40	47 "
	Granby Junction	Estes Park	34	63 "
	Estes Park	Junction with 87	66	31 "
	Junction 66-87	Denver	87	36 "
	Denver	Colorado Springs	85-87	70 "
BLUE ROUTE	Raton, N. Mex.	Colorado Springs	85-87	157 "
	Colorado Springs	Junction 66-87	87	106 "
	Junction 66-87	Estes Park	66	31 "
	Estes Park	into Rocky Mt. National Park	34	
PURPLE ROUTE	Colorado Springs	Junction 66-87	87	106 "
	Junction 66-87	Estes Park	66	31 "
	Estes Park	into Rocky Mt. National Park	34	
	Estes Park	Loveland	34	29 "
	Loveland	Ft. Collins	87	13 "
	Ft. Collins	Wyoming border	287	41 "
GREEN ROUTE	Colorado Springs	Junction 66-87	87	106 "
	Junction 66-87	Estes Park	66	31 "
	Estes Park	Granby Junction	34	63 "
	Granby Junction	Utah border	40	219 "
DOTTED RED ROUTE	Estes Park	into Rocky Mt. National Park	34	
	Estes Park	Junction 66-87	66	31 "
	Junction 66-87	Colorado Springs	87	106 "
	Colorado Springs	Raton, N. Mex.	85-87	157 "
DOTTED BLUE ROUTE	Utah border	Granby Junction	40	219 "
	Granby Junction	Estes Park	34	63 "
	Estes Park	Junction 66-87	66	31 "
	Junction 66-87	Colorado Springs	87	106 "

DOTTED PURPLE ROUTE — Same as GREEN ROUTE IN Colorado

PRINCIPAL POINTS OF INTEREST IN COLORADO

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

BLACK CANYON OF THE GUNNISON NATIONAL MONUMENT
(Side trip from Salida, on Red Route)

Spectacular portion of the Gunnison River Gorge, 1,500 to 2,800 feet deep.

COLORADO NATIONAL MONUMENT
(Side trip from Red, Green or Dotted Blue Routes)

1,000 foot deep canyons in red sandstone, eroded formations, monoliths.

COLORADO SPRINGS ★★★
(On all but the Orange Route)

Pike's Peak, Garden of the Gods, Cheyenne Mountain, Cave of the Winds.

DENVER ★★
(On all but the Orange Route)

State Capital. Many interesting drives to nearby sights.

DINOSAUR NATIONAL MONUMENT
(Near Green, Dotted Blue and Dotted Purple Routes)

See description in Utah section, as road enters from Utah side.

GRAND LAKE ★
(On Red, Green, Blue and Purple Dotted Routes)

Largest lake in Colorado. Highest yacht anchorage in the world.

GREAT SAND DUNES NATIONAL MONUMENT
(Side trip from Red Route, over secondary roads)

Among the world's largest sand dunes, some rising to almost 1,000 feet.

HOLY CROSS NATIONAL MONUMENT
(Side trip from Red Route, near Leadville)

Holy Cross Mountain is famous for the 1,500 foot high snowy cross.

HOVENWEEP NATIONAL MONUMENT
(Short side trip from Red Route, near Mesa Verde)

Similar to the cliff dwelling ruins found in Mesa Verde National Park.

MESA VERDE NATIONAL PARK ★★
(On Red Route)

The largest and best preserved of all cliff dwellings found in North America.

ROCKY MT. NATIONAL PARK ★★★★
(On all but the Orange Route)

One of the finest of the National Parks. Sets astride the Continental Divide. Some of the best of all Rocky Mountain scenery.

ROYAL GORGE ★
(Side trip from all routes through Pueblo)

A spectacular gorge spanned by the highest swinging bridge in the world. Gravity cars take you to the bottom of gorge.

WHEELER NATIONAL MONUMENT
(Side trip from Red Route)

A vast area of volcanic outpourings, deep gorges, weird eroded shapes.

YUCCA HOUSE NATIONAL MONUMENT
(Side trip from Red Route)

Ruins of prehistoric Indian village, similar to Mesa Verde ruins.

COLORADO

IMAGINE, if you can, that the ground surface of the United States and southern Canada is the canvas of a tent supported by a ridge pole, set northwest to southeast, and sloping gradually from north to south. About two-thirds of the spread of canvas would lie in a long sweep to the east, with a few wrinkles near its Atlantic edge. The west one-third of the canvas would be supported by numerous tent poles and short ridges that would represent a series of giant mountain ranges separated by great basins. Some of these short ridges would be as high as the ridge pole but they would not extend as far to the north or south.

That ridge pole would represent the Continental Divide, and would have a considerable hump about mid-way between its ends. That hump and the adjacent slopes on either side would represent Colorado, the "highest" State of all the forty-eight. From an elevation of about 3,400 feet, where the Arkansas River crosses the Colorado-Kansas border, the plains slope gradually to the mile-high flats on which sits the city of Denver — and on to the foot of the Rockies only a few miles to the west. Within Colorado's borders 51 peaks of more than 14,000 feet pierce the sky. There are only 80 peaks of equal height in all North America. In the presence of such dominating heights the more than 1,000 crags and domes above 10,000 feet seem to be no more than rather impressive foothills in this land of mountain majesty.

From the slopes of this rugged terrain waters drain toward the Mississippi through the Arkansas River, to the Gulf through the Rio Grande, and to the Pacific through the mighty Colorado.

Colorado doesn't have the romantic past that early explorers created for Arizona, New Mexico and California, although it is believed that Coronado's expedition entered the southeastern tip of the State. Later, Spanish settlements sprang up in southern Colorado and descendents of these early settlers are still a dominant element in the population of that area.

Little is known of the early Indian civilizations, the principal existing evidences being the cliff dwellings of Southwestern Colorado, in the region of Mesa Verde National Park, Hovenweep and Yucca House National Monuments. Plains Indians roved the sweeping flat-lands to the east of the Rockies, as they did all the Mississippi Valley.

The plainsmen and mountain men — the trappers and traders were the white inhabitants of the early 1800's, as they pushed their pursuit of peltry up the streams and deep into the canyons. Not until the "Pike's Peak or bust" gold-rush frenzy of 1859 did Colorado attract the serious attention of the rest of the country. Coming on the heels of the fabulous exploits of the '49ers in California, every rumor of gold dust creek beds and nugget-studded canyon walls became an accepted fact, after repeated re-telling. Many of these early ventures turned out to be "Pike's Peak and busted", but sufficient of them produced and survived to create the nucleus of a frontier economy.

Colorado is still a sparsely settled State, with more than one-third its total population centered in the cities of Denver, Colorado Springs and Pueblo. The main belt of population extends from north to south immediately east of the Rockies.

Do not let what sounds like forbidding mountain ranges and passes above the clouds deter you in your contemplations of a trip through the Rockies, for you are not traveling in the days of the pioneer and the wagon train. Colorado has excellent roads with easy grades and you will soar over 10,000 to 12,000 foot mountain passes, in high gear, with less effort than driving the streets of hilly cities.

On your first visit to Colorado (especially around Colorado Springs) you may get the impression that there is a cashier and turnstile at the approach of every thing you wish to see. But don't let that worry you even though one might wish that there was less of the commercial tinge. The point is, you more than get your money's worth. You will enjoy Colorado. It will give you a lift, literally.

As in all other State sections, the principal points of interest are described in alphabetical order for easy reference, and not as an indication of their relative importance. Although the planned trips lead to only the major attractions in the State, all of which are, fortunately, directly on

good through highways, I am listing all the National Monuments as a matter of general information and for the benefit of those who may be interested in making a side trip or two to these off-the-beaten path attractions. Some of them, like Hovenweep and Yucca House are not far off the Mesa Verde Route. A side trip can be made easily to the Royal Gorge. Some of you might head west from the Rockies by way of U. S. 6 or U. S. 50, the first of which goes near Holy Cross Mountain, the other passes the Black Canyon of the Gunnison, and the combined route (6-50) west of Grand Junction goes within a few miles of Colorado National Monument. And so on — the trip is yours, to modify my suggestions as you wish.

BLACK CANYON OF THE GUNNISON NATIONAL MONUMENT

About forty-five miles west of the town of Gunnison, on Route 50, a side road turns off to the north to the Black Canyon of the Gunnison River (about 12 miles), and the most rugged part of this 50 mile-long Canyon whose precipitous walls rise almost vertically 2,500 to 3,000 feet above the narrow bed of the River. It is the deepest gorge in Colorado.

The Black Canyon is just what its name implies, a black canyon, interesting as a canyon but I would not change any route in order to see it. The Royal Gorge, while not as deep and not as spectacular, has some color, is very accessible and to the average individual is more impressive. There are no photographic suggestions on the Black Canyon as no photograph will do more than record a crack in the earth's surface. Nothing to give an impression of size or depth, and, of course, not much of a subject for color.

COLORADO NATIONAL MONUMENT

This 18,000 acre area is a high mesa south of the Colorado River valley, west of Grand Junction. If you are going west, a road turns to the left off of Route 50 just west of Grand Junction, threading its way atop the rims of 1,000 foot deep canyons and past many imposing sandstone monoliths to Cold Shivers Point, overlooking Columbus Canyon. The road skirts the rim of the gorge for several miles, passing, among other unusual and colorful formations, The Devil's Kitchen, Umbrella Rock, Ela Natural Bridge, Miracle Rock, the Coke Ovens, Cleopatra's Couch, Monolith Parade and Kissing Couple. The largest monolith in the area, Independence Monument is an isolated shaft that rises to 1,000 feet above the canyon floor. As you pass down the winding grade, out of the Monument toward Fruita and junction with Route 50 you get an expansive view across the Colorado River valley to the distant plateau many miles to the north. This Monument is well worth your time if you are by this way, but there are so many more important sights on the main routes that I cannot recommend that you detour any great distance to see it, unless you are out to see all that Colorado has to offer.

Photographic suggestions — this is hot, dry country in the summertime and even though the rock walls of the Monument are not light in color, they are highly reflective, calling for about ½ f/ stop less than "normal" exposure, in reasonably flat light. If over-exposed, in either black and white or color, you lose texture and color detail.

COLORADO SPRINGS AREA

There is much to see and do around Colorado Springs, so much that you will have to limit yourself to seeing the best unless you give the area more time than any of the trips schedule.

Pike's Peak. When Lieut. Zebulon M. Pike made an unsuccessful attempt to reach the summit of the peak which later was given his name he reported that the mountain was unscaleable. Today you can drive your car to the top of this 14,110 foot "sentinel of the Rockies", up a good road with moderate grades. (Road is open from about June 5th to October 15th.) If you prefer to see the scenery instead of having to keep your eyes glued to the road, take the famous old cog railroad that has been hauling tourists to the top of the world for more than fifty years. Wonderful panoramas spread before you on the ascent, and you literally see into everywhere in every direction once you are atop this sky-scraping dome-shaped peak. The warmth of the Summit House, and a cup of the delicious coffee, will be welcome if the day is cool, for you are 8,000 feet above the milder temperature of Manitou, from where the cog train starts. This is a delightful trip and everybody should make it at least once, provided, of course, high altitudes do not cause discomfort.

Photographic suggestions — unless you shoot infra-red you won't have much success with cross-country shots, you are too far from everything, and atmospheric haze will interfere. Most people are content to shoot pictures of themselves on the peak, the train, the Summit House, and nearby slopes. If cloud shadows strengthen distant forms you will have better luck with shots of distant mountains. And clouds there will surely be for Colorado mountain areas are noted for beautiful skies — bald in the morning, all the clouds you want by noon. and probably scattered rain squalls late in the day. If you attempt any long distance shots give at least ½ f/ stop less than "normal" exposure. A K2 filter on black and white and one of the recommended filters for color will help.

Garden of the Gods. As some of the more spectacular scenic attractions have been made

GARDEN OF THE GODS — *Pike's Peak in the distance*

Best time of day — before 11 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

accessible by road, Garden of the Gods has lost some of its original lure, but to me it is still a fascinating and impressive area. The famous red sandstone formations, towering vertical walls, look as though they had been thrust upward through the earth's crust like some sharp blade. The area is reached by road from the Colorado Springs-Manitou highway, and most of the Garden can be traversed by car although a short hike here and there is necesary to reach some of the more interesting formations.

Photographic suggestions — this is a morning shot if you want to frame Pike's Peak, as in the accompanying illustration, to get the best light on the foreground, especially for color. Before 9 a.m. use ½ f/ stop less than "normal" exposure. From then until 1 o'clock, normal.

Cheyenne Mountain. One of the very interesting drives around Colorado Springs is that up Cheyenne Mountain, southwest of town, to the Museum and Zoo, the Will Rogers Shrine of the Sun, and Cheyenne Lodge at the summit, more than 3,000 feet above the town and surrounding plains. The road is good, wide and safe, but has several rather steep grades.

The Cheyenne Mountain Museum is among the best, with dioramas depicting natural history from the beginnings of life to the present.

Half-way up the mountain, from the feudal-like granite tower of the Will Rogers Shrine the

WILL ROGERS SHRINE

Best time of day — after noon

SUGGESTED EXPOSURES —

		Group A f/14
Group B f/20	Group C f/29	Group MA f/18
Group MB f/25	Group MC f/36	Group CA f/8
Group CMB f/10	Group CC f/29	Group CD f/12.7

never-ending plains of eastern Colorado stretch off to the horizon. The Shrine is equipped with a combination of Westminster chimes, vibraharp and amplification system that carries the silvery notes for miles. However, it has been my misfortune to hear only "Home on the Range", over and over again, on my trips but perhaps they have a new record since my last trip. (See illustration for photographic suggestions).

Cave of the Winds. This is a "commercial" attraction, as are most hereabouts, but you will enjoy this electrically lighted cave, noted for its beautiful crystalline formations. The trip can be a part of your visit to the Garden of the Gods.

Seven Falls. About four miles south of town, from Cheyenne Boulevard a road turns off to South Cheyenne Canyon to Seven Falls, where the waters of South Cheyenne Creek tumble over the ledges of the narrow gorge in a series of falls that are very beautiful, especially in early summer when the creek is running full. You can climb to the top of the Falls (295 steps), to a park-like area, for a nice view down the canyon.

Manitou Springs, famous for its soda and mineral springs, the Rampart Ridge and Williams Canyon drives are other sights some of you will want to see, if time permits.

DENVER — the Capital City

Although Denver is not listed as a major attraction on the Route Selector Map, it deserves more than a mention. First, because it is the highest State Capital (a one mile marker is inset in one of the steps leading to the Capitol Building), and secondly, because of the very interesting country near by.

One very enjoyable drive is west from Denver on U. S. 40 where, about 12 miles from town, one road turns south to Red Rock Park, a vast natural amphitheatre slightly altered by man for great outdoor concerts and pageants; near this junction a road turns right (north) up Lookout Mountain, to the museum and burial place of William F. (Buffalo Bill) Cody. Then back to U. S. 40 and on west some 13 or 14 miles to the road that turns off right to Central City, the ghost of a roaring mining town of the 1860's and '70's, a spot well worth seeing. A great festival is held here each year during the summer. A mountain road drops (and I mean "drops") down the mountain side to Idaho Springs, but I advise you to go back to U. S. 40 the way you came in and on west through Idaho Springs, past gold mines and abandoned diggin's, to where U. S. 40 and U. S. 6 part, U. S. 6 taking off to the 11,992 foot Loveland Pass, through the old mining towns of Georgetown and Silver Plume. Between the two towns look for the old railroad grade to the left, where it gained altitude in a series of curves and cutbacks. U. S. 40 goes on northwest to the 11,314 foot Berthoud Pass and over the mountains toward Granby. Drives to these two passes are rewarded by marvelous panoramic views surpassed in few spots in the West.

The highest mountain drive in America is that to the summit of Mt. Evans (14,260 feet), from U. S. 40 just west of Idaho Springs, and then left on Highway 103 past beautiful, 10,000 foot high Echo Lake, and on to the top of the Peak. (Echo Lake is very photogenic, especially in the morning). All but the last five miles of this road is surfaced, and the grades are not too difficult. This side trip to Mt. Evans (or even only to Echo Lake) should be included in the trip to Loveland and Berthoud Passes. Those of

GRAND LAKE

Best time of day — after 2 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

you traveling the Red Route will cross both these passes between Leadville and Granby.

DINOSAUR NATIONAL MONUMENT

Although much of this Monument lies in Colorado it is described in the Utah section as the one road to the area is in from Jensen, Utah.

GRAND LAKE

This is one of the largest lakes in Colorado, and is claimed to be the highest yacht anchorage in the world. The lake is at an elevation of 8,380 feet, and almost completely ringed by mountains. Grand Lake deserves a stop on those routes that pass by (within a mile or so). Drive down the west shore of the lake for a view across to Mount Craig, the easily distinguishable peak at the east end of the lake.

Grand Lake village is an excellent overnight stopping place, as accommodations are good.

Photographic suggestions — see data with the accompanying illustration. An afternoon shot.

GREAT SAND DUNES NATIONAL MONUMENT

On the western slopes of the lower end of the Sangre de Cristo range, northeast of Alamosa, lies an 80 square mile area of unusual sands. Shifting dunes rise to a height of 1,000 to 1,500 feet and but for the mountain wall against which they pound would, one can imagine, march across the breadth of the State.

These sands are especially fine grain, and upon close examination are found to be an assortment of varied hues — pink, cream, umber, blue and purple — although the general effect under a blazing sun is more cream-colored than the usual sand tan. Under the light of early morning or late afternoon the sunlit surfaces are pink to red, with purplish shadows — said to be the most colorful sands found anywhere. One can ski on the slopes of these dunes almost as thrillingly as on the best of snow-covered runs.

If you are traveling the Red Route and if you are interested in such phenomena as these sands, continue on east from Monte Vista on Route 160 to Alamosa (17 miles), then north on Route 17 about 15 miles to Route 150, then the 23 miles to the foot of the great sand dunes. This road is fairly good for the first 25 miles from Alamosa. Do not venture far into the Dunes without a guide as you can lose your bearings too easily.

Photographic suggestions — with shadow areas occupying not more than 1/3 of the total area of your picture, give all reasonably flat-lighted scenes one f/ stop less than "normal" exposure.

HOLY CROSS NATIONAL MONUMENT

This world-famous mountain is near the Red Route, north of Leadville. To save mileage I have suggested that you follow State Route 91 from Leadville to Wheeler provided the road is in good condition, but if you want to get within sight (or go in to Holy Cross Mountain) follow U. S. 24 out of Leadville to its junction with U. S. 6 at Dowd. From this later route, about 21 miles north of Leadville, you can see the snowy cross (except late in summer) on the northeast face of the mountain — looking to the west. The upright of the cross is about 1,500 feet high, the side arms each about 700 feet long.

The only reason for going in toward the mountain is to get a closer view of the cross. Unimproved roads lead into the Monument area from near Redcliff — one from about 1½ miles south of town, the other from about 6 miles north, both from Route 24. An annual pilgrimage is made in July by the Mount of the Holy Cross Association.

Photographic suggestions — slightly less than "normal" exposure in morning light — about ½ f/ stop more than "normal" if back-lighted.

HOVENWEEP NATIONAL MONUMENT

If you have only the casual interest of the average tourist you will see, in Mesa Verde National Park, plenty and enough of cliff dwellings and evidences of the Indian civilization of 600 to 1,200 years ago. If you are a student of such things, Hovenweep will intrigue you and you won't mind the 30 miles of desert road (Route 146) that is the only access to the area by car. Route 146 turns off west from U. S. 666 about 3 miles south of Cortez, Colorado.

Hovenweep (Indian *deserted canyon*) National Monument contains four groups of prehistoric dwellings supposedly of the same culture as the ruins in the canyons of Mesa Verde. The Horseshoe House ruin in Hackberry Canyon is distinguished by its type of construction — two concentric walls, about four feet apart. The ruins of Hovenweep interest the archeologist because of their excellent state of preservation.

Photographic suggestions — you can shoot from so many angles and under such varied light conditions that I cannot be of much help.

MESA VERDE NATIONAL PARK

The full page illustration indicates the general character of the cliff dwellings ruins, to protect and preserve which Mesa Verde National Park was established in 1906. The group shown is by no means the largest but is one of the most accessible. Mesa Verde (Spanish *green table*) is fittingly named as the flat tops of the mesas are heavily forested with perpetually green pinon and juniper trees.

As the map shows, there are ruins of cliff pueblos scattered through the canyons, a few of the best groups accessible by car and a short walk, the other main groups in the western part of the Park area are best reached by horseback, over good trails.

Ruins, as such, have little meaning unless you know something of their origin, by whom the structures were built, and the culture of the people. Mesa Verde contains hundreds of ancient villages of prehistoric Indians who supposedly came to America from Asia by the northern route, thousands of years ago. After living for centuries as roving hunters, they settled in this "four corners" area (where Colorado, Utah, Arizona and New Mexico join — the only spot where four States meet in a common corner), and built these remarkable cliff structures, became farmers tending crops in the canyon bottoms. During their 1,300 years they developed one of the really great cultures of the period.

The era is divided into four archeological periods — The Basket Makers, 1 to 400 A. D.; The Modified Basket Makers, 400 to 700 A. D.; The Pueblo Development period, 700 to 1,000 A. D., and The Classic Pueblo period, 1,000 to 1,300 A. D. The Indians of the first three periods lived in huts and villages atop the mesas. Those of the latter period built these fine cliff dwellings of well constructed masonry, some of which reached heights of four stories and contained as many as 200 rooms.

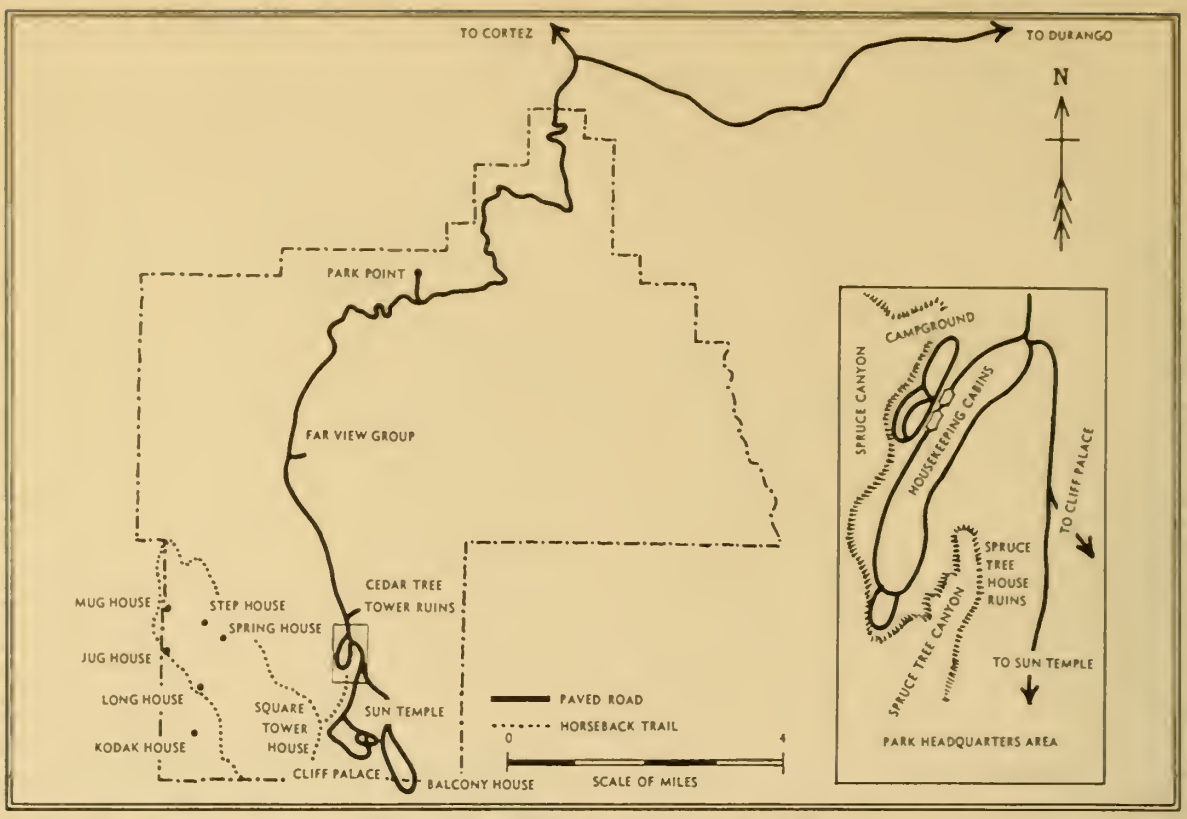
Harassed first by hostile, nomadic Indians and then by a 24-year long drought (starting in 1,276 A. D.) the population gradually dwindled, village after village was abandoned, and before the end of the drought all the Indians of the Mesa Verde area had left, never to return. They drifted south and west, suposedly moving in on the pueblos of the Hopi country and as far south as those of Montezuma Castle and Tuzigoot.

MESA VERDE CLIFF DWELLING RUINS

Best time of day — early or late in the day

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10



MESA VERDE NATIONAL PARK

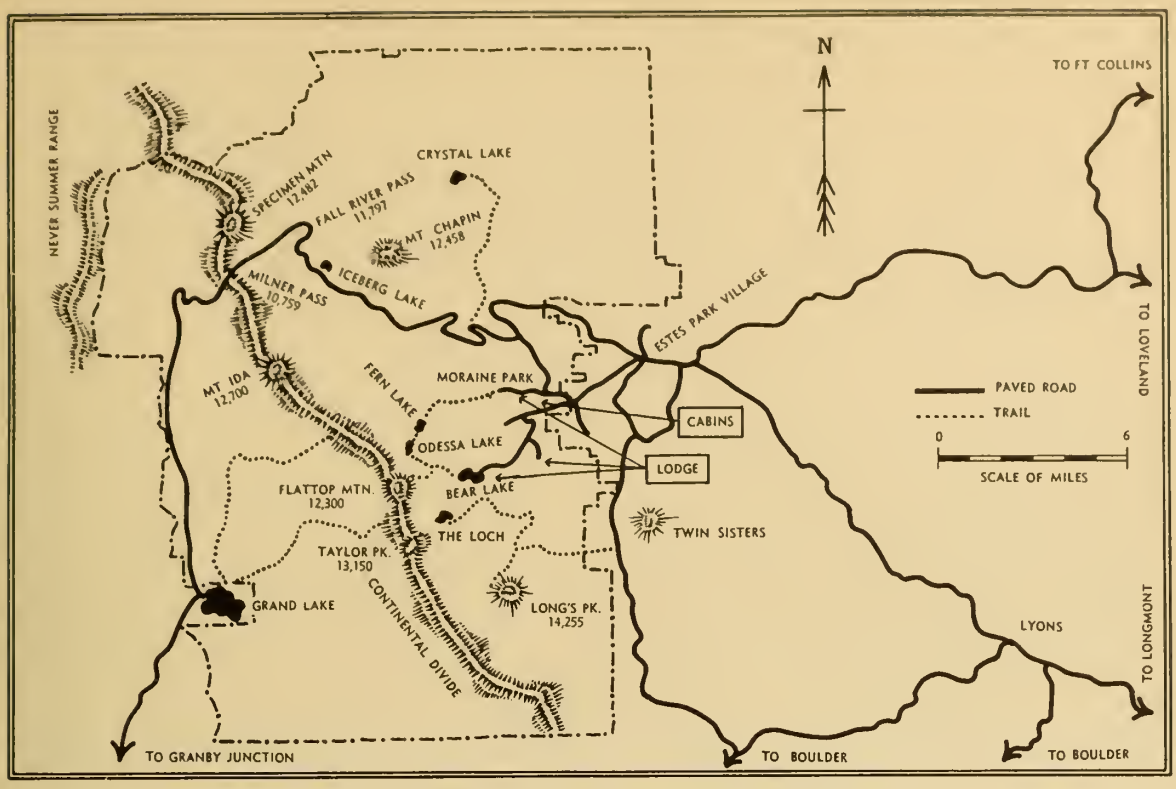
Of the major ruins, Cliff Palace is the largest and most famous. Spruce Tree House is in an excellent state of preservation. Balcony House, Square Tower House, and Little Long House make up the group of five of the better known ruins.

If your time will allow only that provided in the Red Route schedule, you will have to limit your sight-seeing to what you can reach by road and a visit to the Museum where fine dioramas demonstrate the life of the early inhabitants of the Mesa Verde area. If you can extend your visit, you will want to take one or more of the trail trips.

Season. The Park is open all year, but Spruce Tree Lodge is operated only between May 15th and October 15th, although cabin accommodations are available the year 'round.

Photographic suggestions — about "normal" exposure (or slightly less) for fully lighted structures. As most of the ruins set back in caves in the cliffs only the front surfaces catch full light and shadow areas back in will go rather black, without detail. For black and white an overcast day will soften and diffuse the light sufficiently so that you can hold detail far back into the caves.

MESA VERDE CLIFF RUINS



ROCKY MOUNTAIN NATIONAL PARK

This light will not be so good for the color quality of color shots, but the "off-color" cast will be compensated for by better detail. I cannot give you very definite exposure suggestions for overcast conditions, but unless the overcast is exceptionally heavy, one full f/ stop more than "normal" exposure is my best guess. A light meter will be invaluable under such conditions, it is obvious.

ROCKY MOUNTAIN NATIONAL PARK

This, one of the grandest and one of the most popular of the National Parks, is on all routes except the Orange one. Routes have been planned to include this Park because of its universal appeal, accessibility, and because it is the natural "gateway" to the scenic West.

As is true along most of the eastern approaches to the Front Range of the Rockies, flat, gradually sloping plains form a platform from which the Rockies rise abruptly 5,000 to 9,000 feet, with but few interrupting foothills. You are off the plains and into the mountains in a matter of minutes. The same is true of the Glacier and Banff areas.

That stretch of the Rockies within the Park contains 65 named peaks that reach above 10,000 feet, 15 of them are over 13,000 feet in height, 32 are above 12,000 feet, and 45 are more than 11,000 feet. The highest point in the Park is Long's Peak, 14,255 feet. As the map shows, the Continental Divide bisects the Park from northwest to southeast, with precipitous slopes to the east, more gentle ones to the west.

Three distinct ranges can be easily identified — the Snowy Range, north and south through the Park; the Mummy Range, a spur from the Divide, lies to the northeast; and the Never Summer Range is the wall to the west that looms up just outside the west boundary of the Park as you cross Milner Pass.

As most routes enter the Park from the east (through the Fall River entrance) the following routing will expose you to the best of the readily accessible portions of the Park. Continue west from the entrance to the first left hand turn on the main road (to Moraine Park and Bear Lake) then on across the Thompson River and right to Bear Lake, which lies at about 9,500 feet at the foot of imposing peaks. If you get to the Lake before 10 o'clock in the morning you will have time for the short hike around Bear Lake, past Nymph Lake and on up to Dream Lake (about 10,000 feet) for the fine view of Flattop and Halletts Peak. The trail continues on to little Haiyaha Lake, nestling at the foot of the steep slopes of Halletts. You should be at Dream Lake

NEVER SUMMER RANGE — *Trail Ridge road*

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

by one o'clock, for best pictures.

If you have time for one of the most delightful (three hour) hikes and some one can meet you with the car at the other end of the trail, take the trail from Bear Lake to Odessa and Fern Lakes, and on down to the end of the Moraine Park road, where your car should be waiting. Or you can save time by going in to the two lakes and back out, from the end of the Moraine Park road.

Another hike that I always enjoy is that to Loch Vale, but you should leave Bear Lake by 8 o'clock in the morning, to get to Loch Vale in time to see this bit of spectacular scenery in the best light. This hike will require about five hours, roundtrip, but it is one of the easier hikes.

These three trail hikes will put you back into the mountains and will expose you to more thrillingly beautiful scenery with less effort, in less time, than you will find in any other National Park.

So much for your hiking. Assuming you are going on west through the Park, leave from the east side of the Divide early enough in the morning to make a leisurely drive through the Park, over the 12,000 foot Trail Ridge road (the highest continuous automobile road in America). Stop as you climb the easy grade on this fine, wide road, for looks across country, especially toward the Mummy Range. Near the summit you will see charming little Iceberg Lake down the slope to the right. Stop at the parking area at the summit (12,183 feet) for the magnificent view across miles and miles of the Continental Divide. And you may want to stop at the museum at Fall River Pass, for the exhibits and a last look from a top vantage point.

You drop about 1,000 feet to Milner Pass, and on down the long grade to the valley that lies between the Snowy and Never Summer Ranges. The colorful mountain ahead of you is Specimen

LONG'S PEAK — *across Nymph Lake*

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

DREAM LAKE — *Halletts Peak*

Best time of day — before 2 p.m.

SUGGESTED EXPOSURES —
see Photographic Data page for instructions

Group A f/12.7	Group B f/18
Group C f/25	Group MA f/16
Group MB f/22	Group MC f/32
Group CA f/7	Group CMB f/9
Group CC f/25	Group CD f/11

Mountain, the home of the bighorn. As the grade flattens out, you will notice a meandering mountain stream to the west of the road. You will hardly suspect that this is the beginning of the mighty Colorado River, the turbulent stream that drains more than 10% of the area of the U. S. A few miles farther along Grand Lake will appear on your left, a most beautifully situated lake cradled in the mountains at over 8,300 feet. The dominating peak at the head of the Lake is Mount Craig, 12,005 feet high. If you can spare the time, drive into Grand Lake and down along its western shore. You will be getting your last look at the Rocky Mt. National Park area — an experience you will re-live long and pleasantly.

Accommodations within and adjacent to Rocky Mt. National Park are varied and plentiful. You can stay in Estes Park village, just outside the Park, or within the Park at Bear Lake Lodge, Sprague's Lodge, Brinwood Hotel, accommodations in Moraine Park, or at one of the cabins at Camp Woods. All of these except Bear Lake Lodge are near the Moraine Park-Thompson River area.

Season. The Park is never closed to visitors but hotels and lodges are open only from June 15th to September 20th, although some hotels in Estes Park are open all year. The Trail Ridge road is closed from the first heavy snow (usually in October) until June 15th.

Photographic suggestions — see the illustrations for a clue as to exposures. As most of the photogenic spots in the Park face generally toward the east, morning light is best for practically all locations. Aside from the subjects pictured there is a fine, expansive view across Moraine Park toward the Divide, from the high point near the junction of the Trail Ridge and Moraine Park road; another good one is across Bear Lake toward Flattop, or in the other direction toward Long's Peak; the fine views of Loch Vale and surrounding peaks; and the rather impressive shots of Odessa and Fern Lakes, if you get to them before noon. There are several fine shots of the Mummy Range from the Trail Ridge road, and others of the Never Summer Range as you drop down from Milner Pass.

FROM SUMMIT
— Trail Ridge road

Best time of day — early or late

SUGGESTED EXPOSURES —
see Photographic Data page for instructions

Group A f/12.7	Group B f/18
Group C f/25	Group MA f/16
Group MB f/22	Group MC f/32
Group CA f/7	Group CMB f/9
Group CC f/25	Group CD f/11

A K2, or even a G filter will improve all black and white shots. One f/ stop more exposure with a K2 filter, 1½ f/ stop more with a G filter. Color shots will be improved with one of the color filters recommended.

ROYAL GORGE

This side trip, about 50 miles west from Pueblo, will be made by many of you to satisfy a long-standing curiosity, no doubt, for in years gone by this scenic attraction was much publicized — beyond its importance, I might add. The Royal Gorge, Grand Canyon of the Arkansas, is a steeply walled gash in the modest hills, 1,000 feet deep, from rim to river bed. The canyon is so narrow that there is barely room for the single track railway roadbed and the roaring waters of the river. Besides the Gorge itself two attractions intrigue the average tourist — the 45 degree angle gravity railway by which you can go to the bottom of the canyon, the other, the 880 foot span suspension bridge across the chasm, 1,053 feet above the river — the highest auto bridge in the world.

WHEELER NATIONAL MONUMENT

This is another one of the lesser known Monuments, and one which is conveniently near the Red Route only, in from U. S. 160, northwest of South Fork. You can drive only as far as Creede, about 25 miles, over secondary road. From there you make the balance of the trip by horseback, to the 300 acre area of very impressive formations of colorful sandstone. "The Temple" and "The Cathedral" are two of the most fantastic shapes that have been carved by erosion. The area is another of those geologic oddities that will intrigue those of you interested in hunting out the weird and unusual, and such of you will feel that the extra effort the trip requires will be well repaid. However, Wheeler is not particularly important.

YUCCA HOUSE NATIONAL MONUMENT

Yucca House belongs to that large general group of prehistoric villages of which Mesa Verde

ROYAL GORGE

Best time of day — before noon

SUGGESTED EXPOSURES —
see Photographic Data page for instructions

Group A f/11	Group B f/16
Group C f/22	Group MA f/14
Group MB f/20	Group MC f/29
Group CA f/6.3	Group CMB f/8
Group CC f/22	Group CD f/10

and Hovenweep are the most extensive. This Monument has, as yet, been only partially excavated and only portions of the ruins are yet visible. If you see Mesa Verde it will hardly be worth your time to visit Yucca House unless you learn of some very special feature about it which you wish to investigate. There are few picture possibilities.

It is a little misleading to even suggest that the named attractions are the only worth-while sights in Colorado. Without question, Rocky Mt. National Park is the major sight-to-see; the Colorado Springs area is a good second; but from there on the pleasant, often spectacular country-side makes any trip through Colorado more continuously pleasant than most of you anticipate — whether you traverse the State east to west or north to south. I can assure you Colorado will be one of the high points on any trip into the West.

WILDFLOWERS IN COLORADO

(State flower — "Columbine")

In our travels through Colorado we have always found many varieties and colors of pentstemon, virginia blue-bells in the moist canyons, very rosy-red paintbrush in the higher altitudes, white, yellow, red and blue columbine along the moist slopes, and the most fascinating dwarf specimens of forget-me-nots and dainty alpine flowers of vivid hue at altitudes above 10,000 feet (while the earth is still moist from melting snows). We even found a variety of primrose (*Primula Parryi*) along one of the trails from Bear Lake, on one occasion, high in a cleft of rock out of reach of the "vandals".

In all the West I have never found a better area than the Rockies for wildflower color shots. The flowers are healthy, have good color, and more often than not, are in settings that add pleasantly to the general effect. As in all parts of the West, the flower display varies from year to year, dependent upon weather and rainfall.

WEATHER

Although Colorado is a state of snowy mountains it has a dry climate during the summer months, especially east of the Divide. In the moun-

tains daily showers — sometimes a half dozen are visible at one time — are short and "local", and for some strange reason it seldom rains where you are at the moment. The western slopes have more general showers but seldom heavy summer rains.

Photographers will be interested in cloud behavior in the mountain areas. Early morning summer skies are usually cloudless. About 10 to 11 o'clock a few scattered clouds will appear from nowhere, in another hour or so you will have all the clouds any picture can conveniently use, and if everything is operating according to custom, the late afternoon will see a solid cloud sky which will, as likely as not, completely disappear toward sundown, as suddenly and as mysteriously as it appeared. To be on the safe side I always plan to have my photographing done by 2 o'clock in the afternoon when I am in the Colorado Rockies.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN COLORADO

JANUARY

Third week	at Denver	Western Stock Show and Rodeo

FEBRUARY

No fixed date	at Hot Sulphur Springs	Tournament of Winter Sports

MARCH-APRIL

Easter Sunday	at Colorado Springs	Easter Morning Services at Garden of the Gods

MAY

Third week	at Denver	Folk Festival

JUNE

No fixed date	at Colorado Springs	Pike's Peak Celebration

JULY

No fixed date	at Colorado Springs	Wildflower Show
First week	at Boulder	Chatauqua
Third week	at Salida	Days of '59 Pageant

MID-SUMMER

No fixed date	at Denver	Elitch Gardens Theater
No fixed date	at Central City	Opera and Festival
No fixed date	at Denver	Exhibit by Rocky Mountain Artists

AUGUST

No fixed date	at Colorado Springs	Will Rogers Rodeo
No fixed date	at Pueblo	State Fair
Second week	at Grand Lake	Regatta

SEPTEMBER

Labor Day	at Colorado Springs	Pike's Peak Auto Races
No fixed date	at Rocky Ford	Melon Day

NOVEMBER

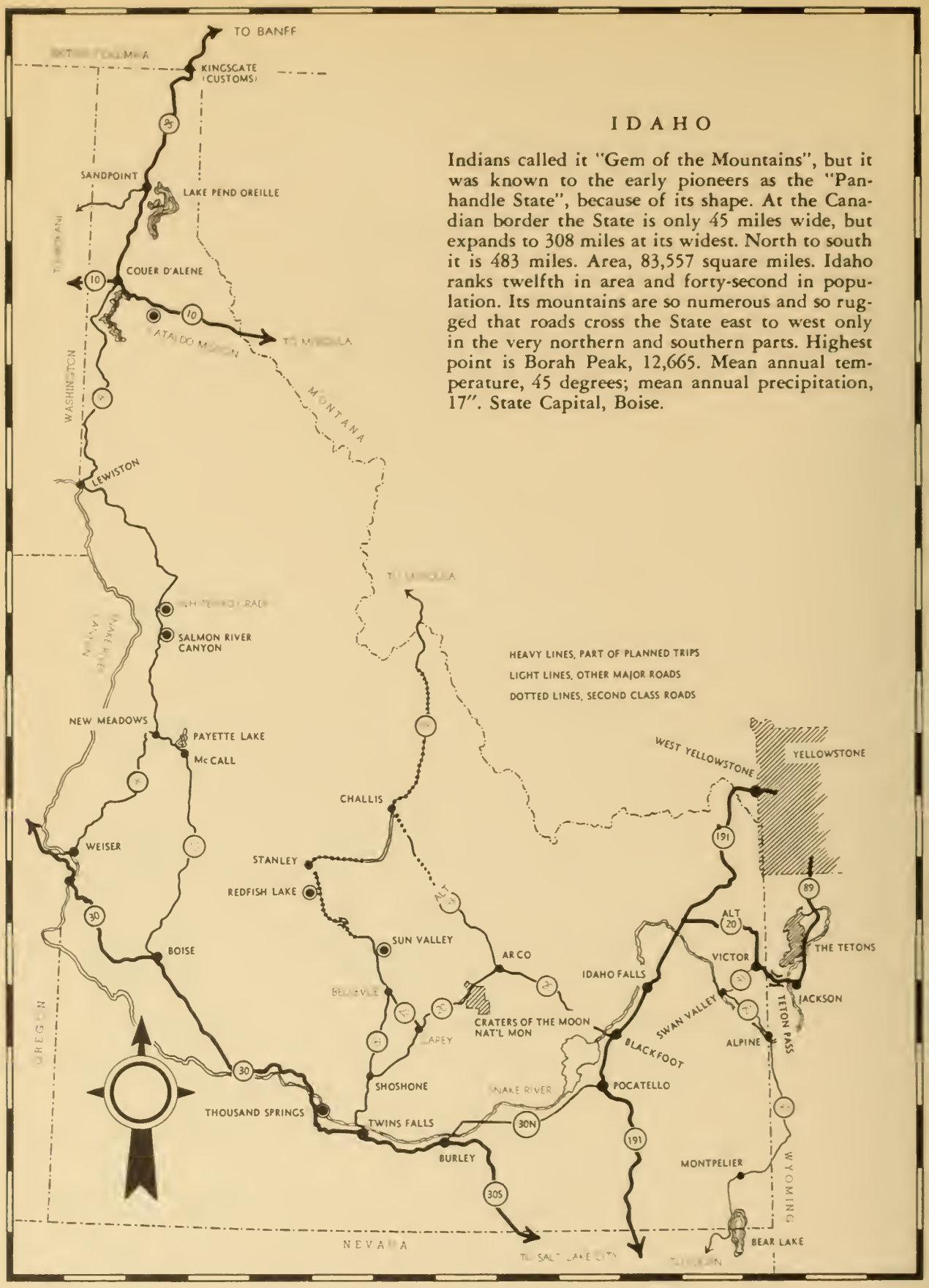
No fixed date	at Denver	Civic Symphony Concerts

DECEMBER

Fourth week	at Colorado Springs	New Year's Eve Fireworks Display on Pike's Peak

(These are by no means all the events within the State during the year but are those that will most likely interest the average tourist.)

IDAHO SECTION



IDAHO

Indians called it "Gem of the Mountains", but it was known to the early pioneers as the "Panhandle State", because of its shape. At the Canadian border the State is only 45 miles wide, but expands to 308 miles at its widest. North to south it is 483 miles. Area, 83,557 square miles. Idaho ranks twelfth in area and forty-second in population. Its mountains are so numerous and so rugged that roads cross the State east to west only in the very northern and southern parts. Highest point is Borah Peak, 12,665. Mean annual temperature, 45 degrees; mean annual precipitation, 17″. State Capital, Boise.

IDAHO

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	Kingsgate	Couer d'Alene	95	111 Miles
	Couer d'Alene	Washington border	10	15 "
BLUE	Montana border	Couer d'Alene	10	62 "
	Couer d'Alene	Washington border	10	15 "
(BLUE DOTTED ROUTE, going west, same as SOLID LINE BLUE ROUTE)				
DOTTED BLUE ROUTE	Ontario, Ore.	Boise	30	61 "
	Boise	Twin Falls	30	140 "
	Twin Falls	Burley	30	40 "
	Burley	Utah border	30S	58 "
(GREEN DOTTED ROUTE same as BLUE DOTTED across Southern Idaho)				
NORTH-SOUTH ROUTES	Ontario, Ore.	Weiser	95	22 "
	Weiser	New Meadows	95	82 "
	New Meadows	Lewiston	95	167 "
	Lewiston	Kingsgate	95	235 "
	(Alternate — Boise to New Meadows)			
	Boise via McCall	New Meadows	15	112 "
MISCELLANEOUS SIDE ROUTES				
	Twin Falls	Sun Valley	93	89 "
	Sun Valley	Stanley	93	62 "
	Sun Valley	Craters of the Moon	22-20	70 "
	Craters of the Moon	Pocatello	20-91	106 "
	Pocatello	Utah border	91	73 "

PRINCIPAL POINTS OF INTEREST IN IDAHO

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

COUER D'ALENE LAKE ★★
(On Red, Blue and Dotted Blue Routes)

Beautiful lake, with many bays, set in timbered hills, just east of the town of Couer d'Alene, in northern Idaho, about 40 miles east of Spokane.

CRATERS OF THE MOON NATIONAL MONUMENT ★
(South-central Idaho, northeast of Twin Falls)

An area of cinder cones, lava flows and ice caves.

PEND OREILLE LAKE ★
(On Red Route)

A sizeable lake, popular recreation center, good fishing and boating.

SAWTOOTH MOUNTAINS ★★
(North of Twin Falls and Sun Valley)

The Stanley Basin is a popular recreational area, in the heart of the Sawtooths. One of the few large, primitive areas easily accessible.

SHOSHONE ICE CAVES
(On road between Twin Falls and Sun Valley)

A sizeable ice cavern, largest room 300 feet long. A rather unusual sight.

SUN VALLEY ★★★
(North of Twin Falls about 75 miles)

Famous winter and summer sports and recreational area. Varied summer activities. Fine accommodations.

MISCELLANEOUS ATTRACTIONS — described in the following pages.

Balanced Rock; Big Springs Pictographs; Map Rock; Petrified Forest; Rock Cities; Seven Devil's Mountains; Thousand Springs.

IDAHO

WHEN white men first entered this territory they learned that the Indians had already named it "E-da-hoo", meaning "Gem of the Mountains." And fittingly named it was.

If you could rise high enough to get a bird's-eye view of the State you would appreciate why there are so few highways and railroads through it, either east and west or north and south. It is a jumbled mass of mountains and gorges, and sufficiently rugged to resist penetration. The Lewis and Clark Expedition negotiated the Rocky Mountains west of Yellowstone but when they tried to cross Idaho by following the Salmon River they were forced to turn back and swing north through western Montana, from where they followed the Clearwater River to its junction with the Snake River at the present site of the twin towns of Lewiston and Clarkson, named for the explorers, obviously.

Only one north-south road traverses the length of the State and that was opened not so many years ago. The Idaho-Montana border is defined by the Bitterroot Range, and the Snake River Canyon (1,000 feet deeper than Grand Canyon) stretches for about half the length of the Idaho-Oregon border. The great central area of the State is rugged mountains and high valleys — timber, minerals and sheep pasturelands are the lures responsible for what few scattered communities one finds in the still very much untamed interior.

Southern Idaho — that portion through which the Snake River and US Route 30 pass — is comparatively flat tableland, a kind of desert that is prolifically productive when blessed with waters from the Snake and tributary rivers, carried through more than 10,000 miles of irrigation canals. Several sizeable hydro-electric projects provide the area with needed power, but in the process they have all but ruined two of the West's most beautiful waterfalls — Twin Falls and Shoshone Falls — both near the town of Twin Falls. I have made repeated trips but so far have never seen more than a trickle of water over the 200 foot drop at Shoshone. What water isn't taken for irrigation is by-passed through the powerhouse penstocks. However, at floodtide there is quite a respectable volume of water over the falls, so the natives tell me.

Unless you do some exploring in Idaho you will be on only three or four roads — Route 30 which parallels the Snake River for much of its course across the southern part of the State; Route 10 which cuts across the upper end of the State, from Wallace to Couer d'Alene, through heavily timbered hills and small mountains; and Route 95 (the north-south highway) which runs from the Canadian border to within 50 miles of the Idaho-Nevada line, skirting relatively close to the western edge of the State most of the distance. This Route 95 is a beautiful drive, and is a part of some of the trips originating in West Coast Cities. If you go from The Tetons over Teton Pass to West Yellowstone you will dip into Idaho for most of that drive.

There are a number of worthwhile side trips into easily accessible areas. For those of you who may ride Route 95, between its junction with Route 30 and Lewiston, make the short side trip to Payette Lake, east from New Meadows. If you happen to be in Boise, and are going north, rather than continue west to Weiser and Route 95, go north from Boise over Route 15 to McCall and then west to New Meadows. Between Boise and Horse Shoe Bend you will ride long, sweeping, barren hills, dropping down to the Payette River valley at Horse Shoe Bend and then north along the often roaring, tumbling white water of the Payette River for about 75 miles. At McCall you should detour along the west side of beautiful Payette Lake, where much of the motion picture "Northwest Passage" was made.

Going north from New Meadows the country is most enjoyable but there will be nothing to prompt a stop until you reach the Salmon River Canyon, about 17 miles north of Riggins. About 25 miles farther along is Whitebird Grade and some of the most impressive country I have ever set eyes on. Interminably long, grass-covered hills that arc across your vision like a rainbow. I cannot adequately describe them for there is nothing with which they can be compared. Farther north about 100 miles another such grade, although somewhat less imposing, takes over the hills north

LAKE COUER D'ALENE

Best time of day — after 10 a.m. and before 3 p.m.

SUGGESTED EXPOSURES —

Group A f/11	Group B f/16
Group C f/22	Group MA f/14
Group MB f/20	Group MC f/29
Group CA f/6.3	Group CMB f/8
Group CC f/22	Group CD f/10

of Lewiston, from the top of which you overlook several hundred square miles, the confluence of the Snake and Clearwater Rivers, and up the course of both for many, many miles.

Going on north from Lewiston you would do well to turn east at Plummer (at about 90 miles) and drive along the east shore of Lake Couer d'Alene (even though the road is mostly gravel), for the many striking views of this charming lake. Still farther north, near Sandpoint, the road skirts sizeable Lake Pend Oreille, although better views can be had from the north shore, along Route 10 Alternate.

An off-the-beaten-path spot that attracts many people who enjoy getting into uncrowded areas is Priest Lake, about 25 miles north of the town of Priest River (Route 10 Alt.), in the northwest corner of the State. The well-graded gravel road makes the territory easily accessible.

If you cross southern Idaho you will want to see Sun Valley, perhaps the Craters of the Moon, and if you want to make a real expedition, get into the Sawtooth Mountains north of Sun Valley. As these attractions are all described later in this section only this mention is made here, as a reminder that they are among Idaho's best known and most popular areas.

Even though you will only skirt the edges of this still "primitive" State, I am sure you will enjoy every mile traveled. The place has a distinctive "feel," unlike that of any other State in the West through which your journeys may take you.

LAKE COUER D'ALENE

This beautiful lake, a few miles east of the town of Couer d'Alene, will well reward the time, even if it means a detour from your regular route. If you are traveling Route 10, turn south at the east end of the lake and go along this shore for a few miles, for some of the finest views of the little bays, with the in-and-out shore line that makes this lake so picturesque and so very

LAKE
PEND
OREILLE

Best time of day — after 2 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

distinctive. At most points the highway rides high above the water, affording marvelous sweeps of water, hills and timber.

The illustration shown was shot from this side road, about four miles south of Route 10. Lake Couer d'Alene is sufficiently different from any lake you ever saw to more than justify giving it a little time.

CRATERS OF THE MOON NATIONAL MONUMENT

If any area could properly be called the Devil's Ash Heap, Craters of the Moon is it. The territory was given its name because it resembles the appearance of the surface of the moon as viewed through a powerful telescope. The 75 square mile area is studded with Cinder Cones, Lava Cones, Spatter Cones, all inter-twined with lava flows and cinders, cinders, cinders.

The lava and cinders in this area did not come from a major volcano but from the "blow-hole" craters scattered for 12 miles along what is known as "The Great Rift". Apparently Old Mother Earth just bursted her seams, pouring out lava which is decidedly different from that found in areas of major volcanic disturbance.

While we are on the subject of lava, permit me to disgress for just a moment. Lava is common to much of southern Idaho, as will be observed in the canyon of the Snake River west from Twin Falls. In the "Day-by-Day Schedules" that cover this region I have suggested that you watch for the Thousand Springs that flow out of the lava (north) bank of the Snake between Buhl and Hagerman. These waters are supposedly the outlet of the Lost River, which disappears into the lava some 30 miles northeast of the town of Arco. For another interesting lava river bank, keep an eye out for "the shortest river in the world", the Malad, which has cut a three mile long canyon through lava, to its junction with the Snake.

If you visit Craters of the Moon you will probably combine the trip with one to Sun Valley. If you are traveling Route 30 (the Dotted Blue and Green Routes) and are headed east, go north from Twin Falls on Route 93 through Shoshone, Bellevue and Haley to Ketchum. Return from Sun Valley to Bellevue, then left on Route 22 to Carey, then left to the Craters and on through the Monument to Arco, then southeast through Blackfoot to Pocatello and on to Salt Lake City. If you are going west from Salt Lake City merely reverse the directions just given.

REDFISH LAKE — *in the Sawtooth Mountains*

Best time of day — before 11 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

Photographic suggestions — frankly, I haven't any, for if you can make a "picture" of the Craters you are a better man than I am. You can, of course, make record shots, and if you want to hold any detail in the lava formations give ½ to 1 full f/ stop more than "normal" exposure.

PEND OREILLE LAKE

This sizeable body of water is directly on only one planned trip (Red Route) but those of you traveling the Blue Route might make a very pleasant detour from the town of Couer d'Alene north to Sandpoint and then southwest to Spokane via Route 10 Alt. There are several side roads east from Route 95 in to the lake and resort areas, and marvelous views can be had from several points along the north shore (along Route 10 Alt.)

The lake is a popular recreation area, with plenty of fishing, boating, and hikes over the hills and through the timber.

Photographic suggestions — about ½ f/ stop less than "normal" exposure for expansive sweeps of water. Large bodies of water, such as Pend Oreille, are not too photogenic. You will do better with more intimate shots of bays and inlets, combined with a bit of shore line and a few trees.

SAWTOOTH MOUNTAINS

This area, in south-central Idaho, north of Twin Falls, is Idaho's finest mountain region that can be reached by car. Some of the natives claim that it is unsurpassed by any other part of the State, even back in the most primitive regions. I do know that it is beautiful country — mountains, lakes, streams, blue skies, invigorating air — everything that makes the great outdoors physically and emotionally stimulating.

Go north from Twin Falls on Route 93, crossing the Snake River bridge just north of town, and on through Jerome, Shoshone, Bellevue, Haley and Ketchum. North of Shoshone are the famous Ice Caves, and Ketchum is the Sun Valley village, but more about them in a moment. Continue on north from Ketchum (the paved road plays out a few miles beyond but the gravel is good) to or near Stanley, which is as far as most tourists go unless they are continuing on to Missoula. About 30 miles north of Ketchum is a region known as Russian Johns, dominated by Boulder Peak, lying to the east and north of where the road parallels a little mountain stream, on your right.

A few miles farther along the road worms its way over 8,752 foot Galena Pass and from the

SUN VALLEY — *Challenger Inn village*

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

summit the panorama spread before you is Stanley Basin, walled on the west by the Sawtooths. Between the summit and the town of Stanley side roads turn to the west into the mountains and to a string of lakes, the better known being Redfish. I suggest that you check on these side roads before you go in, especially in early summer. I spent three hours getting out of a mud hole on the Redfish Lake side road one fine spring day, but it is usually dry and good in mid-summer.

It is 258 miles from Stanley to Missoula, over none too good roads, but easily negotiated in dry weather. Near Challis (56 miles beyond Stanley) are two attractions you should see if you go by that way — the Petrified Forest and what somebody has labeled "Grand Canyon in Miniature".

Photographic suggestions — the best scenic shooting starts with Boulder Peak, and from there on to Redfish. The light angle is best on most subjects in this area before 1 o'clock, and exposures should be about "normal", under a clear sky.

SHOSHONE ICE CAVES

This is not in a class with Mammoth Cave in Kentucky or Carlsbad Caverns, to put it generously, but if you have never seen a cave of and in ice you should see Shoshone, about 20 miles north of the town of that name. The largest room is more than 300 feet long, up to 40 feet wide,

with a top ceiling height of about 50 feet. On the road to Sun Valley, Route 93.

SUN VALLEY

You may be prejudiced, as I was before my first trip to this delightful country, by the assumption that Sun Valley is only a press agent's dream, publicized all out of proportion to what it has to offer. It is everything they say it is, and more.

The accompanying illustration shows the Challenger Inn and the little village group that lies in a lush meadow surrounded by gently sloping mountains — a giant bowl in a pleasantly relaxing setting. It will be more alluring if you get there while snow still caps the distant ridges.

As Sun Valley is noted as a winter sports area you may be skeptical about its summertime attraction, but I can assure you it has plenty — a happy combination of mountains and wide open spaces. Days are invigorating and nights have a chill in the air. Riding, hunting, fishing, golf, skeet shooting, hiking and ice skating (yes, summer ice skating), are popular summer activities. By way of diversion, you can take the thrilling ride in the chair lift to the top of Baldy Mountain an 11,544 foot ride, not straight up, however. The lift is in three sections, with a stretch and change of chairs between sections. A perfectly safe trip, and a new kind of sky ride.

Sun Valley is internationally famous for its winter sports, and justly so. Treeless slopes make for safe skiing, for all the family, and several lifts help the enthusiasts to the top of several long runs. To match the summer ice skating, heated pools offer mid-winter swimming, if you like to jumble the seasons.

You will enjoy the whole Sun Valley region.

MISCELLANEOUS ATTRACTIONS

Balanced Rock, west of the town of Buhl, is a 100 foot high, mushroom shaped rock that seems to defy all the laws of gravity and balance.

Big Springs Pictographs, near Murphy (south of Nampa) is a 10 foot high, half mile long cliff literally covered with prehistoric writings.

Map Rock, near Given Springs (southwest of Nampa) is said to be the most remarkable evidence of primitive man's I. Q. ever found in America. Carved on the face of a huge, smooth boulder is a map of the Snake River-Columbia River area, from Yellowstone to the Pacific, showing every important mountain range, lake, stream and other topographic characteristics.

Petrified Forest, near Challis (north of Stanley Basin), is a petrified fossil forest containing fossilized remains of giant sequoias or redwoods, the largest being 27 feet in diameter.

Rock Cities, one south of Burley, the other northwest of Twin Falls, are rock formations that resemble buildings, cathedrals, birds, obelisks, and many unidentifiable, fantastic shapes.

Seven Devils Mountains, atop the east side of the Snake River Canyon, near Riggins. Fine fishing area.

Thousand Springs, mentioned previously, cascades that tumble from the lava bank of the Snake River, between Buhl and Hagerman, along Route 30. Outlet of the Lost River.

As the planned trips are designed to expose the traveler to the best of the most accessible, scenic splendors of each State, many areas must be omitted in Idaho until such time as good roads open up such regions. Do not let natives send you over unimproved mountain roads, for they are too hazardous for the average tourist and involve risks to your car and person that the initiated has no business assuming.

WEATHER

Those portions of the State through which you will travel are warm and dry during the summer months, and with some high temperatures along Route 30 in July and August. It can get rather warm. The northern stretches of the State are not quite so dry, but are often rather warm, but with low humidity. Sun Valley winters are blessed with an abundance of sunshine, which makes playing in the snow a real thrill. February is usually the best month for winter sports.

Before we leave the subject of Idaho I want to caution you about one hazard that should be recognized, although don't let it scare you. The northern part of Idaho, especially, is sufficiently infested with wood ticks to be somewhat of a problem if you do much wandering around in the timber and through brush. Many of these ticks are infected with Rocky Mountain fever, I believe they call it. A bite from an infected tick will lay you low, as one did me a few years ago, for four days with a fever that was next to unbearable. The natives are very cautious about exposing themselves to the danger, and you should be just as careful. I don't like to have to tell you that the mortality rate from these bites is rather high, but such is the case. The ticks like to sink their jaws into your flesh along your spinal column, and if you suspect you may have exposed yourself, have some one check your back. If by any chance a tick has imbedded his head in your flesh, do not scrape him off but pour turpentine or spot remover on him, he will back out. And then see the nearest doctor. If you plan to vacation in any area that is known to be tick territory (and Idaho is not the only tick region) you can get an innoculation that will immunize you against infection.

WILDFLOWERS

(State flower — "Syringa")

Along Route 10, the east-west road across the "panhandle", and along stretches of Route 95, the north-south highway, you will find, in season, all those wildflowers common to western mountain regions — lupine, paintbrush, yellow daisy, gaillardia, rose mallow, asters, sunflowers and many others.

In the Russian Johns area, north of Sun Valley, we found a beautifully formed yellow bell, a member of the lily family. This exquisite little yellow flower grows to about 6 inches in height and has large smooth, dark green leaves. Between Grangeville and Whitebird grade the slopes at the edge of timbered areas are a riot of color in early summer. From Sun Valley north to the Stanley Basin you will usually find more than an average display of wildflowers. Along Route 30 (the Old Oregon Trail) there are fewer flowers and less variety as this is naturally semi-desert country.

On Route 191, as you approach West Yellowstone from the south, are great meadows literally carpeted with giant daisies and blue camas. The camas is a most interesting flower, and was popular with the Indians because of the food value of its roots. The death (white) camas is found here and there, much to the discomfort of sheep men, as it is deadly poison to sheep and, perhaps to all animals, I don't know.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN IDAHO

FEBRUARY

the 22nd	at Ashton	Annual American Dog Derby (Champion dog sled drivers of the U. S. and Canada participate)

AUGUST

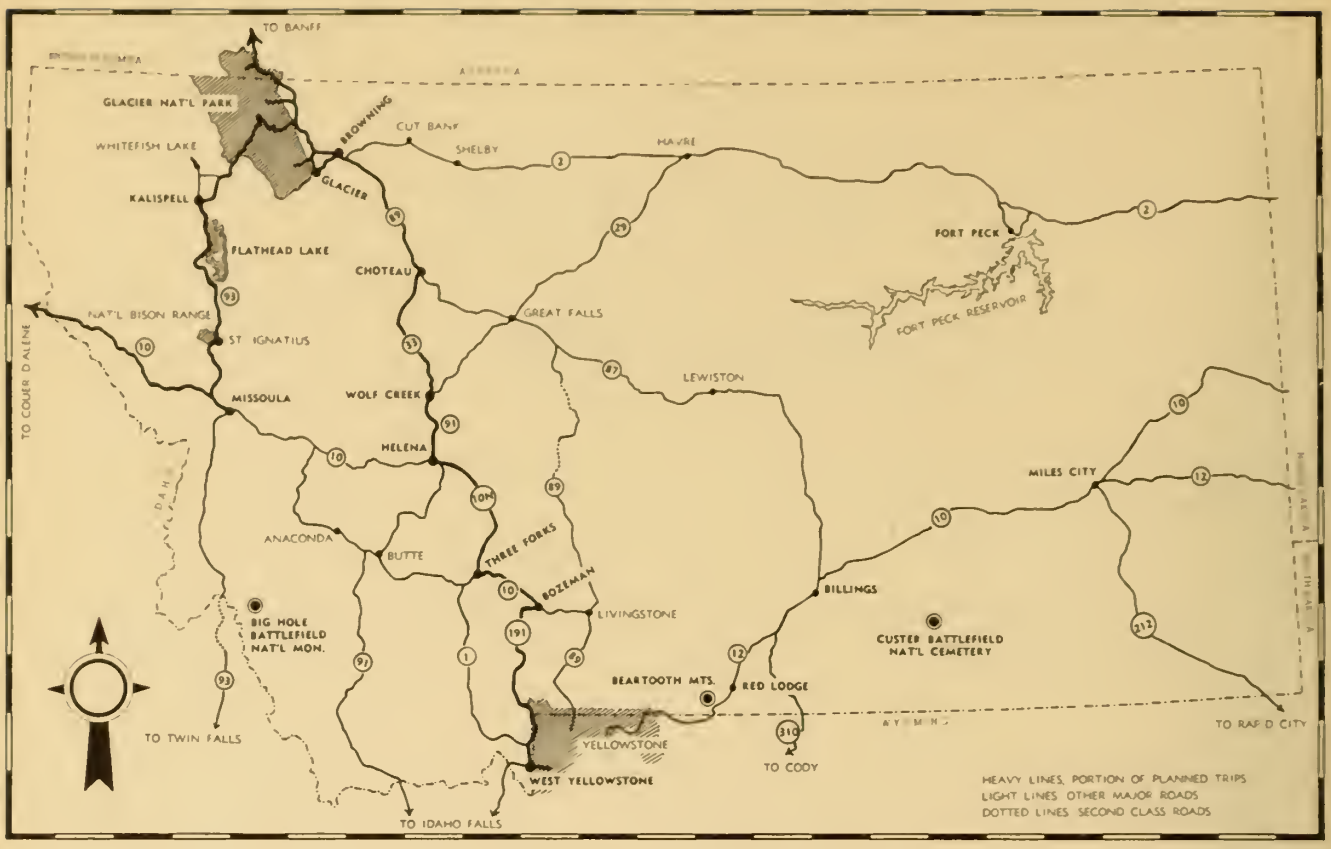
No fixed date	at Pocatello	Sun Dance (three days)
No fixed date	at Sun Valley	Annual Rodeo (one of the most popular in the West)

OCTOBER

3rd Wednesday	at Shelley	Annual Idaho Spud Day (More than 10,000 baked potatoes are served to the public)

(These are by no means all the events during the year but are the ones that will appeal to the average tourist)

MONTANA SECTION



MONTANA

The name comes from a Latin word meaning "Mountainous regions". The State ranks third in area, surpassed only by California and Texas, but only thirty-ninth in population. Montana is part of the "roof" of the Continent, from which waters flow to three oceans — the Atlantic, Pacific, and Arctic. The State extends 318 miles north to south; 546 miles east to west. Area, 147,138 square miles. Elevations range from the 2,000 foot plains in the east to Granite Peak, 12,850 feet, in the Beartooth Mountains northeast of Yellowstone. Mean annual temperature, 43 degrees; mean annual precipitation, 15″. State Capital, Helena.

MONTANA

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	West Yellowstone	Bozeman	191	92 Miles
	Bozeman	Three Forks	10	35 "
	Three Forks	Helena	10N	66 "
	Helena	Wolf Creek	91	35 "
	Wolf Creek	Choteau	33	67 "
	Choteau	Browning	89	73 "
	Browning	Glacier Park Station	2	13 "
	Glacier Park Station	St. Mary	89	32 "
	St. Mary	Canadian border	89-17	27 "
BLUE ROUTE	(Same as RED ROUTE to St. Mary)			
	St. Mary	Belton	Pk. rd.	53 "
	Belton	Kalispell	2	33 "
	Kalispell	Junction Route 10	93	115 "
	Junction Route 10	Idaho border	10	104 "

(BLUE DOTTED ROUTE — same as BLUE, Solid Line, ROUTE

MISCELLANEOUS SIDE ROUTES

Cooke City	Red Lodge	12	64 "
Red Lodge	Billings	12	60 "
Billings	Miles City	10	153 "
Gardner	Livingstone	89	62 "
Livingstone	Bozeman	10	26 "

PRINCIPAL POINTS OF INTEREST IN MONTANA

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

BEARTOOTH MOUNTAINS ★★★
(Cooke City-Red Lodge Highway out of northeast entrance of Yellowstone)

One of the most spectacular mountain regions in the West. Fine road into and across the range — a thrilling experience.

BIG HOLE BATTLEFIELD NATIONAL MONUMENT
(South of Missoula about 100 miles)

Site of a battle between Nez Perce Indians and American troops.

CUSTER BATTLEFIELD NATIONAL CEMETERY
(East of Billings about 65 miles)

Site of the Battle of the Little Big Horn — "Custer's Last Stand". One of our important National Cemeteries. In the heart of the Crow Indian Reservation.

FLATHEAD LAKE ★
(South of Kalispell, on road from Glacier to Idaho)

One of the most beautiful lakes in Montana — Flathead Indian country.

GLACIER NATIONAL PARK ★★★★
(On Red, Blue and Dotted Blue Routes)

One of the finest of our National Parks, noted for its sheer peaks, many lakes and impressive glaciers.

MONTANA

THIS "Land of Shining Mountains," the third largest State, gets its name from a Spanish word meaning mountain, and well-named you will agree it is when you first glimpse the Glacier Park Rockies that rear abruptly from the plains to the east. The natives say, "We built our mountains high and mostly out of rock." In fact, they are not nearly as high as the Colorado Rockies — they just seem high.

About two-thirds of the State belies its name for it is flat plain or gently rolling country; that in the eastern part being semi-arid, bordering on desert in certain areas.

The mountainous regions lie north of Yellowstone (Beartooths and Absarokas) and from there diagonally northwest to Glacier and west to the Idaho border. The Bitterroot Range creates the zig-zag boundary line between Montana and Idaho.

The planned routes purposely avoid the plains areas as there is little to see, certainly not enough to justify the longer route from the Black Hills to Yellowstone. The only exception is the spectacular Beartooth Mountain drive between Cooke City (northeast entrance into Yellowstone) and Red Lodge, but this area can be seen by side trip from Yellowstone. (See Beartooth Mountains on a following page.)

Montana's historical background is not unlike that of other Rocky Mountain States. French fur traders were supposedly the first white men to enter the territory (about 1742) but there is no evidence that any serious explorations were made until the Lewis and Clark Expedition in the early 1800's. The first trading post was built in 1810 near the present village of Three Forks. After the War of 1812 fur trading companies spread a network of trappers and traders over the territory — the period of the mountain men, the most famous of whom was Jim Bridger, whose exploits are a part of the history of the whole Rocky Mountain region.

Although the Indians resented the white man's indiscriminate slaughter of game, they otherwise showed little hostility. Apparently they were interested in certain aspects of civilization, for the Nez Perce and Flathead tribes sent four of their members to St. Louis in 1831, asking for missionaries. St. Mary's Mission was founded in the Bitterroot Valley in 1841, followed by the mission of St. Ignatius, which still serves the Flathead Indians.

Gold was the lure in the 1860's, with the first rich strike producing about $10,000,000 the first year. The town of Virginia City grew to 10,000 in two years. (Today it has about 400 inhabitants.) The new activities demanded protection from the then increasing hostility of the Indians, and the first army post was established on the upper Big Horn in 1866. In 1876 the government launched a vigorous campaign against the Sioux and Cheyenne, but in the first engagements the troops came off second best. As a part of this general campaign General George A. Custer went into action on the Little Big Horn, about 60 miles southeast of Billings. With some of his forces sent on flanking movements, he led his own force of about 265 men directly into a frontal assault on a much superior force of Indians, whose strength was apparently badly underestimated, and what transpired in the next few hours is known to every school boy as Custer's Last Stand. When the smoke of battle cleared the only remaining living thing was Comanche, the wounded horse of one of Custer's captains. (See Custer Battlefield National Cemetery on a following page.)

Ranching developed rapidly from the Civil War era on, after it was found that the grass of Montana's plains provided exceptionally fine grazing. In 1884 the Montana Stock Growers Association was organized, mentioned here only because of the interesting historical fact that one of the charter members was none other than Teddy Roosevelt, who was then a rancher in western Dakota. During the years since, Montana's economy has grown and become diversified, with thousands of acres brought into use through water from such projects as the Fort Peck Reservoir.

If you travel the planned routes through Montana you will enjoy a pleasing variety of scenery — from West Yellowstone Route 191 skirts through the western edge of Yellowstone Park, on to the Gallatin River and through its

canyon and the Gallatin Gap, breaking out onto the plains as you approach Bozeman. From Bozeman to Three Forks and the start of the mighty Missouri (formed by the junction of the Madison, Jefferson and Gallatin Rivers), the country is pleasantly rolling. You ride within sight of the Missouri about half the way to Helena, where the road leaves the river and climbs onto a high bench that leads into Helena. About 15 miles south of town keep an eye turned toward the east — you may see herds of antelope as this is one of their principal feeding grounds. Helena, the State Capital, is a mining town whose main street still follows the zig-zagging gulch along which the early town was built.

From Helena north to Wolf Creek and for some miles beyond you will ride long sweeping hills and through modest canyons. The next 140 miles is high speed road over sweeping plains, right up to the foot of the towering Rockies that rise abruptly back of Glacier Park Station. (See Glacier National Park for description.)

If you go on to Banff and Jasper you will travel very much the same kind of country as the plains to the east of Glacier, until you reach the foothills of the Rockies about half way between Calgary and Banff. If you do not go to Banff but go on west through Glacier you will cross the Park by way of the Logan Pass road, the only one through the Park. After dropping down the long western slopes out of Glacier you travel flat to gently rolling country from Belton to Kalispell and on past beautiful Flathead Lake. South of St. Ignatius keep an eye to the west of the road — you should see several head of buffalo grazing on the National Bison Range. A short drive west from Ravalli toward Dixon will afford still better views of these monarchs of the prairies.

After you reach the junction with Route 10, about nine miles north of Missoula, and then turn west toward Idaho every mile will see the hills get larger and the timber thicker, all the way to the border.

I believe you will find the drive through Montana a most pleasant part of your journey.

BEARTOOTH MOUNTAINS

My friends in Colorado will disagree with my assertion that the drive between Red Lodge and Cooke City is as breath-takingly beautiful as the best of the high roads anywhere in Colorado. This marvelous road with the magnificent views was built at a cost of $2,500,000 for the 60 odd miles, and an engineering triumph it is. One only wishes that Wyoming would keep that portion of the road which dips into its State in as good condition as is the Montana stretch — easy grades, smooth surface and ample parking space at all natural viewpoints.

If you are traveling west from Mt. Rushmore and the Black Hills, an alternate approach to Yellowstone is Route 212 from Sturgis, South Dakota, to Miles City, Montana (about half of which is graded gravel), and then up the valley of the Yellowstone River through Billings to Red Lodge. Incidentally, Red Lodge is a fine overnight stopping place, and if you have the time, visit the "See 'Em Alive Zoo" (at the west edge of town) where they have more than 40 species of game animals and birds native to Montana.

You leave Red Lodge over a gradually climbing road to the Primal Switchback (about 16 miles west), one of four high-gear switchbacks that climb to 11,000 feet in a little over 16 miles. You don't climb 11,000 feet, you understand, for the altitude at the foot of Primal Switchback is 7,900 feet. About 2 miles up this grade stop at the viewpoint for the expansive sweep of Wyoming Creek Valley. Four and a half miles farther along Knox Point presents your first opportunity for good views of Mt. Rearguard, Silver Run Peak and Hellroaring Plateau. About a mile beyond another stop should be made for a look at Twin Lakes, nestling in a rocky bowl far below the road, down the west slope.

As you cross Bennett Creek Divide (10,931 feet) about 5½ miles beyond Twin Lakes, Ruby Peak lies on your right, Nig Peak to your left. A few more short switchbacks and you are at the summit (10,995 feet) of Beartooth Plateau. The road here is close to the trail traveled by Chief Joseph and his Nez Perce Indians in their retreat after the Battle of the Big Hole. Get your fill of looking before you leave Bennett Creek Divide because as you drop down the grade the fine expansive sweeps toward Mt. Rearguard and Granite Peak (12,850 feet, highest point in Montana) will be cut off by an intervening ridge. The illustration shown was shot from near the Divide. As this picture partially expresses, the Beartooths give one the impression of a high plateau into which have been cut 3,000 to 4,000 foot deep canyons, rather than being upthrust peaks. You ride for miles on the seemingly flat top of this almost 11,000 foot high plateau.

If you are by this way in early July the alpine forget-me-nots and bluebells will give you a thrill as they have us, especially those dainty miniature specimens near the Divide.

As you descend the slopes from the summit, vistas of an entirely different character unfold. You will pass little snow-water, boulder-bordered lakes, interspersed with miniature trees struggling to survive at such altitudes, through high meadows carpeted with lush grass and moss, threaded with meandering, trickling streams, and on into the first of the timber. Shortly after you cross the neck of Long Lake a dirt road turns to the right to Island Lake and Campground, only a mile or

BEARTOOTH MOUNTAINS — *from the Bennett Creek Divide*

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

so off the road. It is a delightful little spot and well worth the few minutes the detour will require.

The next stop should be at Beartooth Lake across which Beartooth Butte stands like a formidable fortress. One sees the Butte for miles before reaching the Lake, and for some strange reason it looks much more sizeable from a distance than when you are close by. The Bear's Tooth, projecting from the face of the Butte, gives the range its name.

Down the grade and around the curves the country is less spectacular but no less pleasant. Pilot and Index Peaks are prominent landmarks and soar to considerable height (Index is almost 12,000 feet high), but somehow they seem rather insignificant after the thrilling expansiveness of the high ride from which you have just come. Cooke City is the end of this famous road but not the last of the magnificent grandeur, for the northeast portion of Yellowstone Park (entrance only four miles beyond) is rated equal to some of our best western mountain scenery. Incidentally, this area and that near the Sylvan Pass entrance into Yellowstone (from Cody) are the only two really mountainous regions in the Park.

A nearby attraction (14 miles by horse trail from Cooke City) is Grasshopper Glacier, so named for the millions of grasshoppers trapped in this 80-foot wall of ice, visible in this ice cliff.

FLATHEAD LAKE

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

Do not miss the Beartooth Mountain drive, I beg of you, for it will be one of the most lasting pleasant memories of your trip.

BIG HOLE BATTLEFIELD NATIONAL MONUMENT

This National Monument, about 85 miles south of Missoula on Route 93, and then east about 20 miles on a secondary road, has only historical significance and hardly justifies a visit unless you are going by this way. The spot interests me — not because of what there is to see, but because of what happened there. Another instance of the white man's inhumanity to the Indians.

In my mind the story starts on the north shore of Wallowa Lake, in Oregon, at the grave of Chief Joseph the First, of the Nez Perce Indians. Objecting to the restrictions of reservation life and the hardships it brought, Chief Joseph the Second (son of the old chief who had died five years before) attempted a migration of his tribe from this Wallowa region to Canada, in 1877. He got the women, children and about 2,000 horses as far as the Big Hole country without armed opposition but here was challenged by General Gibbon's forces AFTER the settlers and miners had agreed to give Chief Joseph's people free, unmolested passage. A fierce battle ensued, with at least a tactical defeat for the troops, for the Indians escaped during the night and succeeded in eluding their pursuers for some time, finally being overhauled and defeated.

Nez Perce Indians return to old Chief Joseph's burial ground for ceremonies each year, to pay their respects to one of the great Indian Chiefs of the Old Northwest.

A concrete shaft, bearing a plate with the names of Gibbon's casualties, marks the site of the Battle of the Big Hole. Trenches and battle scarred trees still give evidence of the encounter.

CUSTER BATTLEFIELD NATIONAL CEMETERY

If you should travel Route 87 between Sheridan, Wyoming, and Billings, Montana, you will go within a mile of this National Cemetery, situated near Crow Agency. Or one can make the side trip from Billings, about 65 miles.

You are more or less familiar with the story of Custer's Last Stand, mentioned earlier in this section. Historians still argue as to why Custer

divided his forces; why he so hurriedly attacked such a formidable force, even though underestimated; how come the Indians were equipped with Winchesters that were superior to the weapons of Custer's Cavalry, and on and on.

Around the sandstone obelisk are grouped the markers where Custer's men fell (265 or thereabouts), as nearly as burial parties could reconstruct the action. A view of the battlefield and its scattered markers help one's imagination picture the fury of this hopeless and, perhaps, ill-advised engagement.

In later years the remains of soldiers who died in other skirmishes in these wide expanses have been buried here, making it one of our more important National Cemeteries.

FLATHEAD LAKE

This 30 mile long, 10 mile wide lake lies south of Kalispell, along Route 93. Its clear blue waters are fed by the melting snows and receding glaciers in the mountains to the east and north. The road winds in and out and up and down, following the irregular pattern of the shore line. To me the most impressive views of the lake are toward the south end, from high points where you get a sweep of the main body of water studded with little tree covered islands. The illustration shown was shot from near the road, about five miles above the south end of the lake.

As you ride through this part of the vast Flathead Indian Reservation you hardly suspect that some of the country's finest cherries are grown along the south and eastern shores of Flathead Lake, and that the town of Polson, at the southern tip, is supported by some of the best farming area in all of Montana. The lake formerly emptied into the Little Bitterroot River to the west (quite a spell ago, of course) and local legend has it that Paul Bunyan, that fantastic character of western folklore, became interested in promoting Polson, closed the old lake outlet and dug the new on that empties into the Flathead River.

GLACIER NATIONAL PARK

Travelers who have visited all our National Parks rank Glacier at or near the top of the list. As much as I enjoy all the Parks, each for its own peculiar and special features, I cannot be so specific as to place the "crown" on any one of them.

Glacier has the ruggedness of the Tetons and the best of the Colorado Rockies, and a general approach to the variety of Yosemite, but it is unlike any of them. Perhaps nowhere in the West do mountains seem so sharp and so high — in fact you have a feeling that the area is all "high" country. Standing at the top of Logan Pass one's emotions suggest that this is really the top of the world, but in reality the elevation is only 6,654 feet above sea level — a little more than half as high as the summit on the Trail Ridge road through the Rocky Mt. National Park. The full page illustration shows the marvelous sweep of country to the Southeast, from the Pass.

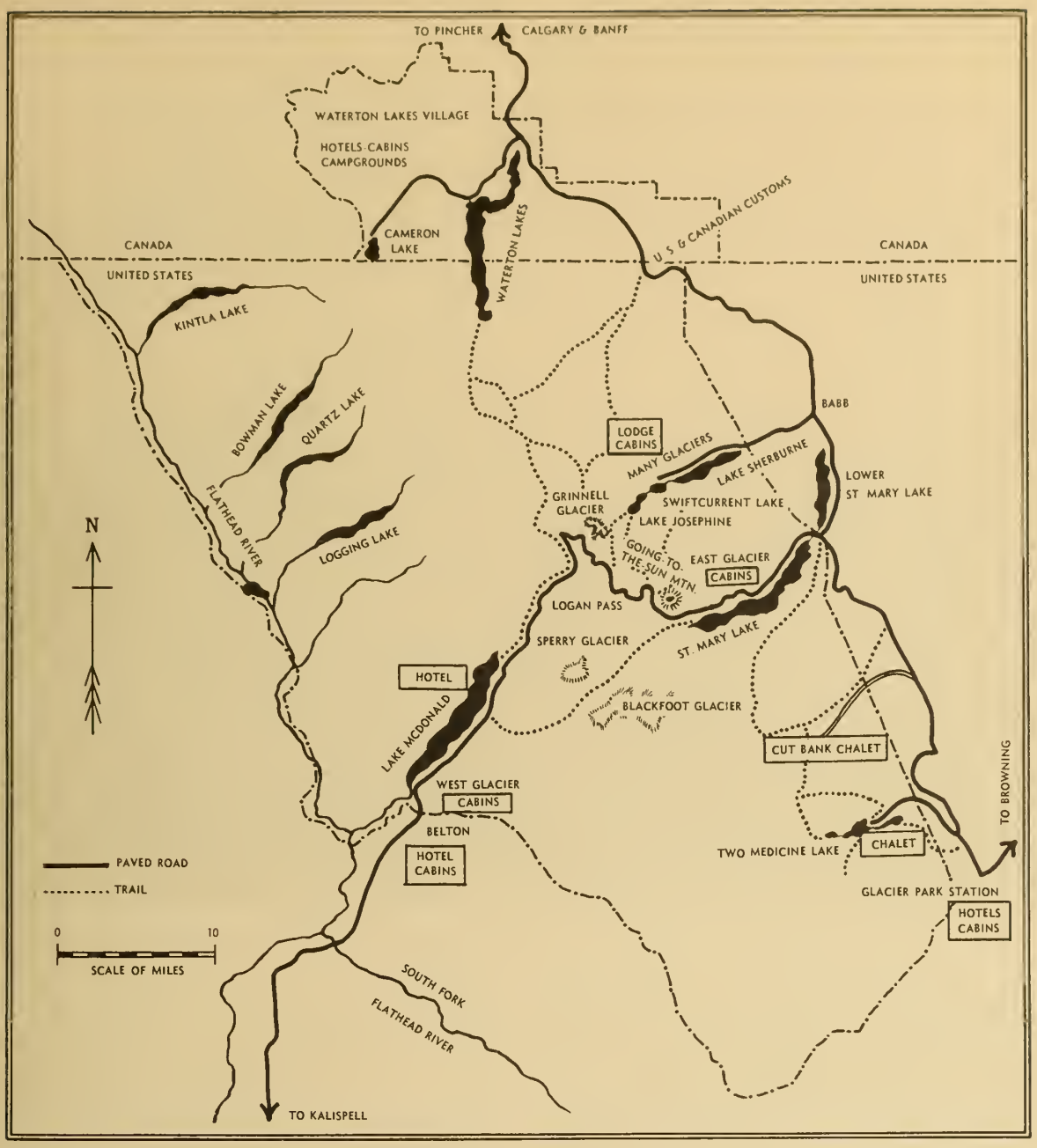
Within the boundaries of this 984,000 acre park, a chain of sharp, glacier-cut peaks zig-zag from the northwest to the southeast, and as is common to the Rockies, present sheer, rocky slopes and cirques (glacier-cut amphitheaters) to the east, with gentle, timbered slopes west of the Divide. Nestling among and clinging to the sides of these precipitous walls are more than 60 glaciers which help feed the more than 200 lakes, that range from little ice-water pools to the very sizeable lakes of Two Medicine, St. Mary and McDonald.

In the Daily Schedules for the Red and Blue Routes I suggested the order in which you can see the best of the Park that can be reached by car and a hike or two. To help you anticipate what you will see as well as to help you plan your time I am going to outline the schedule I would follow if on limited time. (Refer to the map of Glacier.)

Stay at the town of Glacier Park Station the night of the day of arrival. Spend the evening around the mammoth Glacier Park Hotel (whether you put up there or not), one of the finest log structures in the country. The pictures, curios and the Blackfeet Indian entertainers, in full regalia, will make the evening pass quicker than you wish. If you would like to shoot pictures of some of the Indians (they look like what you think Indians should look) arrange with the individual in charge of them, to get shots in the morning before you leave for the Park proper. Do not be hesitant about asking, for the fee the Indians charge for posing is most welcome and is a considerable portion of their earnings as "atmosphere" for the hotel.

Leave Glacier Park Station as early as possible in the morning. Go north 4 or 5 miles to the side road to the left into Two Medicine Lake, past Lower Two Medicine on the way in. As you approach Two Medicine Lake (about a mile short of the Lake) watch for a sign on the right that points to the west toward Trick Falls, only about ½ mile by easy trail. You should see it, going in or on your return from the Lake.

Trails lead around the shore of Two Medicine Lake, both to the right and left, but you will get a better, quicker view by taking the boat ride across the Lake. If you miss a regularly scheduled trip, the boat will usually make a special trip at any time for the price of four fares. Upper Two Medicine Lake, the third in the chain, lies beyond Two Medicine, to the west across the Lake.



GLACIER NATIONAL PARK

GLACIER PARK PEAKS — *looking east from Logan Pass road*

Best time of day — any time after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

ST. MARY LAKE, GLACIER — *looking toward Logan Pass*

Best time of day — before 9 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

Don't spend all your time here, for better and more spectacular sights await you farther along.

Return to the main highway and continue north toward St. Mary Lake and the Logan Pass road. From this road you might make the side trip into Cut Bank, but if pressed for time skip it. If you plan to visit Banff and Jasper make the Logan Pass trip now, as you will not be back this way. If you are following the Blue Route, pass up the St. Mary entrance and continue on to the Many Glaciers road, and west to its end, at Swiftcurrent Lake.

The best way to see much in a short time and with little effort, at Many Glaciers, is to take the boat trip (which starts at the Hotel) across Swiftcurrent Lake, then a short hike to Josephine Lake, another boat ride and a one mile hike from the far end of the Lake to Grinnell Lake and the marvelous, closeup view of Grinnell Glacier. A Ranger accompanies each party, pointing out the named peaks, glaciers and interesting flora along the short trails. Do not miss this delightful trip as it will really give you the feel of this stupendous country. Trips leave four or five times a day, at about two hour intervals.

If you want to see still more of this area, do so by horseback or by hiking the trails, but it will take a day for each such excursion.

If you can, arrange to stay over night near

GRINNELL GLACIER
— across Grinnell Lake

Best time of day — before 10 a.m.

SUGGESTED EXPOSURES —

Group A f/12.7	Group B f/18
Group C f/25	Group MA f/16
Group MB f/22	Group MC f/32
Group CA f/7	Group CMB f/9
Group CC f/25	Group CD f/11

St. Mary Lake (cabin and campground area is called East Glacier), in order to see this spectacular area by early morning light. If you are especially interested in pictures, make the first shots along the lake near East Glacier, then move west along the Logan Pass road, stopping at parking areas. Do not neglect to drive into the Going-to-the-Sun Chalet, as this is your best point from which to get pictures of Going-to-the-Sun Mountain. Follow the trail west along the lake for still better vantage points, then back to your car and the main road again.

Keep working toward the Pass, with all the stops you want, especially if you are going on through the Park and out the west side. As you go up the grade from Going-to-the-Sun Chalet the large glacier ahead and to the left is Blackfoot, one of the largest. At the Pass take one or more of the short hikes on trails that fan out from the parking area. Especially go west up the slope toward the peak that rides the horizon (so close you can almost reach out and touch it), for the wonderful view of the ridge to the north known as The Garden Wall. Ranger escorted hikes are made from Logan Pass twice each day, to nearby special sights.

If you go down the long grade west from Logan Pass toward Kalispell, wonderful panoramas come into view around every turn in the road, although not as dramatically spectacular as those east of the Divide. Toward the bottom of the steepest part of the grade is Lake McDonald, a popular resort area, but one not blessed with the setting nature provided the region east of the Pass.

The short trips just described will be about all the average tourist will have time to make, but if you can take it more leisurely, make one or more of the trail rides. Several one-day trips can be made to nearby lakes and peaks. Longer trips, from 3 to 6 days, traverse the rugged back country, with overnight stops at Granite Park Chalets, Fifty Mountain, Goathaunt and Crossley Lake Camps, and at Sperry Chalets. These are

all escorted trips, over easy trails at a pace that even the novice can maintain without discomfort. For full information about such trips see the Trail Rider clerk at any one of the hotels.

Season. Glacier National Park is open between May 1st and October 15th, but accommodations within the Park are open only from June 15th to September 15th. Logan Pass is usually not open until about June 15th. Accommodations are available outside the Park earlier and later in the season.

Accommodations. At Glacier Park Station the Hotel tops the list, although there are a few good auto courts, small hotels and two or three not so good small eating places. There are Chalets at Two Medicine Lake and at Cut Bank, excellent cabins at East Glacier (the Going-to-the-Sun Chalet has been abandoned), and another fine hotel at Many Glaciers, as well as comfortable cabins which are not, however, up to the standard of those at East Glacier. Food within the Park is excellent.

Photographic suggestions. Unfortunately, you cannot be everywhere at once, and at the best time of day, but make it as closely as you can. Shots of Two Medicine Lake and Mt. Rockwell (the pyramid that is the most prominent peak across the lake) should be made before 10 a.m. Shots of St. Mary's Lake and the peaks that line its south shore are best early in the morning, the earlier the better for color. The same is more or less true for shots of Going-to-the-Sun Mountain, although the light is good on it until noon. Shots like the full page illustration, made from Logan Pass road, are best from noon or 1 o'clock.

Pictures across Swiftcurrent Lake toward Grinnell Glacier, or closer to it, across Josephine or Grinnell Lakes, should be made by noon — before 10:30 a.m., for best color results. If you want marvelous reflection shots, get up with the sun and hike to Josephine Lake, around along the south shore, when the lake is a perfect mirror. Be sure you take the proper trail at the far end of Swiftcurrent Lake. Do not cross the foot bridge, but bear to the left through the timber. The trails are all well marked.

Flat-lighted subjects call for about ½ f/ stop less than "normal" exposure, but do not stop down any more than that. Nearer noon make "normal" exposure. There is more danger of under-exposure than over-exposure in most of Glacier. The afternoon shots from Logan Pass should be made at ½ f/ stop less than "normal", especially after 2 o'clock. A K2 filter on black and white and a CC 13 or C 1/8 filter on color will improve results. Do not forget to use next larger diaphragm opening if you shoot with a K2 filter. If rock surfaces are damp be careful not to under-expose; give "normal" or slightly more exposure also when surfaces are side-lighted.

Blackfeet Indian in Ceremonial Buckskins

WEATHER

As a rule, and for the State in general, summer days are warm and nights are cool. But there are exceptions — the highest summer temperatures occur in the south-central part of the State — sometimes well above 100 degrees. In the eastern section hot winds sometimes scorch the prairies, but they are not so common as to be a matter of any concern.

Rainfall is usually heaviest in early spring, diminishing toward the summer months. From late June to early October rain will not likely dampen your trip although spells of cloudiness may interfere with some of your picture taking.

WILDFLOWERS

(State flower — "Bitterroot")

Botanists have found an unusual variety of wildflowers in Montana, at least a few of which all travelers will encounter during the late spring and early summer months.

Although scattered patches of wildflowers will be seen intermittently along the routes, those in Glacier and along the Cooke City-Red Lodge (Beartooth Mountain) highway intrigue us most on our trips into Montana.

Glacier, as you probably know, is famous for Bear (or Squaw) Grass, that creamy yellow

plume formed by hundreds of tiny star-shaped flowers tightly clustered in an Indian Club design. However, Bear Grass seems to be a little temperamental — some years luxuriant growths march up the hillsides, other years the crop is small, in size as well as in quantity. Along the shore of St. Mary Lake (and in meadows at about the same elevation) giant gaillardia grow in profusion, larger than most cultivated varieties. On the high meadow west of the Logan Pass parking area, glacier lillies blanket whole areas. Along trails from Two Medicine and Many Glaciers one may find dog tooth violets, windflowers, with here and there yellowbell, shooting star, and daisies, asters, wild roses, and the ever-present paint brush.

In the Beartooths nothing is more fascinating — not even the majestic sweeps of country — than the miniature alpine forget-me-nots, near the Bennett Creek Divide. Clinging to the thin soil at 11,000 feet these little alpine flowers are more vivid in color, and more perfect in form than we have found anywhere else. And a large plant may shoot its blossoms into the rarified air as much as an inch above the ground. They are unbelievably tiny, and strikingly beautiful. Park the car and stroll over the mountain top, for it will be a thrill if you love wildflowers.

Along the road below Beartooth Lake the hillsides are blanketed with bluebells (*mertensia*) of better color and in larger size than most growers can produce in their own gardens. This area is a paradise for the color shooter whose hobby is wildflowers.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN MONTANA

MAY

First week	at Camas Prairie	Bitterroot Feast of Flathead Indians

JUNE

Fourth week	at Rocky Boy Reservation	Rocky Boy Indian Ceremonial Dances

JULY

3rd-5th	at Red Lodge, Butte, Kalispell, Lewiston	Independence Day Rodeos
First week	at Browning	Blackfeet Medicine Lodge Ceremonial and Sun Dances
Second week	at Blackfeet Reservation	Blood Indian Medicine Lodge Ceremonial and Sun Dances
Third week	at Blackfeet Reservation	Piegan Medicine Lodge Ceremonial and Sun Dances
Fourth week	at Crow Agency	Crow Ceremonial and Sun Dances
No fixed date	at Arlee	Flathead War Dances

AUGUST

Third week	at Missoula	Western Montana Fair
Third week	at Crow Agency	Crow Indian Fair

SEPTEMBER

First week	at Miles City	Eastern Montana Fair

NEVADA SECTION

NEVADA

The "Sagebrush State", whose rivers have no outlet to the sea, lies in the Great Basin of western United States. Nevada ranks sixth in area but forty-eighth in population. In extent it runs 472 miles north to south; 321 miles east to west. Area, 110,540 square miles. In elevations its low southernmost corner (on Colorado River) is only 470 feet above sea level; the highest point in the State is Boulder Peak, 13,145 feet. Mean annual temperature, 50 degrees; mean annual precipitation, 9″. State Capital, Carson City (the smallest State Capital in the U. S., with population of about 2,500).

NEVADA

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	California border	Las Vegas	91	42 Miles
	Las Vegas	Boulder Dam	93	31 "
BLUE ROUTE	California border	Las Vegas	91	42 "
	Las Vegas	Utah border	91	102 "
GREEN ROUTE	Wendover	Wells	40	61 "
	Wells	Winnemucca	40	175 "
	Winnemucca	Reno	40	166 "
	Reno	California border	40	11 "
	California border	Las Vegas	91	42 "
	Las Vegas	Boulder Dam	93	31 "
PURPLE ROUTE	(Going west — same as GREEN ROUTE, Wendover to California border)			
	(Going east — same as BLUE ROUTE)			
ORANGE ROUTE	California border	Junction Route 95	29	17 "
	Junction Route 95	Las Vegas	95	88 "
	Las Vegas	Junction 93-95	93	19 "
	Junction 93-95	California border	95	61 "
DOTTED RED ROUTE	Utah border	Las Vegas	91	102 "
	Las Vegas	California border	91	42 "

PRINCIPAL POINTS OF INTEREST IN NEVADA

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

BOULDER DAM ★★★★
(On six of the main planned trips)

One of the world's great dams — a visit to and through the dam is an experience many consider one of their most thrilling.

BOULDER DAM RECREATIONAL AREA
(Surrounding the Colorado River for many miles)

Rapidly becoming a popular desert playground — a fisherman's paradise, if you like lake fishing.

LAKE TAHOE ★★
(West of Reno, on Nevada-California border)

One of America's most beautiful large lakes — surrounded by high mountains — a scenic spot everyone enjoys.

LEHMAN CAVES NATIONAL MONUMENT ★★
(Southeast of Ely — not directly on any planned trip)

A small cave but contains some of the finest stalactite and stalagmite formations one can find in any cave. Worth going out of the way to see.

MT. CHARLESTON
(About 40 miles northwest of Las Vegas)

The summer resort and winter playground area of residents of Las Vegas. Surprisingly fine mountain scenery in the midst of desert.

RUTH COPPER PIT
(Near Ely)

One of the largest open copper pits in the country — an unusual sight if you have never seen such operations.

TONOPAH — GOLDFIELD
(About half way between Reno and Las Vegas)

Ghost towns that in their hey-day were two of the most fabulous cities in the West.

VIRGINIA CITY — GOLD HILL ★★
(About 20 miles southeast of Reno)

One of the most famous of all western "Ghost" towns — originally the center of the greatest mining activity on this continent.

The Cities of CARSON CITY, LAS VEGAS and RENO, all on planned routes.

NOTE: The name of Boulder Dam has been recently changed to Hoover Dam, restoring its pre-New Deal designation. As the Dam will be best known as Boulder for some time, no doubt, the term is used in these pages to avoid confusion.

NEVADA

NEVADA, the Silver State, gives the average, hurried tourist the impression of being one vast desert — barren, inhospitable mountains rising abruptly from parched alkali flats, or just sand and cactus. That is part of the picture, but only a part. There must be more, for the same Nevada is from a Spanish word meaning "snowy."

Within the State there are lush meadows; flat marshes where wild iris blanket the ground with a sea of color; snow-capped mountains with fine timbered slopes and rushing mountain streams. I have seen cattle grazing in meadows greened by melting snows, wading belly-high grass. But these are exceptions and are not characteristic of the Nevada you will see along the main routes through the State. If you cross Nevada on the Green or Purple Route (US 40) you will not be overly impressed with the "lushness," I will admit. From Wendover to Wells the country is barren and sparsely settled. It is not cactus desert, just rolling sagebrush country with the typical vegetation of semi-arid regions. As you approach Wells the Ruby Mountains to the south and west are decidedly impressive, especially if snow still clings to the peaks.

After the road swings around the north end of the range you will spot a ranch here and there, green hayfields and some indication that this is country worth working. As you near Elko, further evidence of the productivity of desert and range is apparent, more definitely proved by this thriving, modern-looking town which could only be so vigorous with good supporting hinterland.

From Elko west the route follows the Humboldt River through Battle Mountain and Winnemucca to Lovelock, near which is the famous Humboldt Sink, and the apparent end of the Humboldt River. This is the trail followed by the pioneer wagon trains and later by the stage lines. Humboldt and Carson Sinks and the Forty-Mile Desert were nightmares to every emigrant. A member of one party wrote, "We crossed along the edge of an immense baked plain with the fetid stinking slough for a guide, although the wreckage along the way almost paved our route . . . It must have been here that one emigrant said he counted a dead animal every 106 feet." As one skims over the present-day fine paved roads it strains the imagination to picture the hardships and torture man and beast suffered 100 years ago in their 2-mile an hour trek across this great expanse, for wagons churned the soil to powder-like dust and the number of oxen kept the slow-growing grass snipped to its roots.

Coming upon the valley of the Truckee River, some 40 miles east of Reno, the countryside is greener, the fields larger, the improvements better, and Reno will surprise you — bustling little city, as western as it is modern. The drive west from Reno to Lake Tahoe (US 40) is through beautiful country and quite a contrast to some of the barren stretches through which you have so recently passed.

So much for the northern route. All but one of the other planned trips follow Route 91 from Barstow, California, to Las Vegas and then either southeast to Boulder City and Boulder Dam (and on into Arizona) or from Las Vegas northeast toward Utah and Zion National Park. The stretch from the California border to Las Vegas is barren but interesting, and usually a little on the hot side from June to September. See Daily Schedules for suggestions about driving this stretch at night.

There is nothing different or unusual about the 30 mile drive from Las Vegas to Boulder Dam. However, Route 91 toward Zion Park covers some weird country that may interest you. About 50 miles from Las Vegas a road turns right (Route 12) toward the town of Overton and the north tip of Lake Mead. On through Overton a dirt road leads to the Valley of Fire State Park, an area of flaming colored rocks in fantastic shapes that have been "sandblasted" from the intense, brilliantly-hued cliffs. The round trip, in and out from Route 91, is about 50 miles.

The only other portion of the State covered by a planned trip is that stretch out of Death Valley National Monument toward Route 95 and then into Las Vegas (the Orange Route). This road goes near Mt. Charleston, which is described later. (See the Daily Schedules for the description of the short drives from Carson City to Virginia City, and between Carson City and Lake Tahoe.)

BOULDER DAM
— Lake Mead and Fortification Mountain

Nevada attractions directly on planned trips are Boulder Dam, Lake Tahoe, the ghost towns of Virginia City and Gold Hill, and the cities of Carson City, Las Vegas and Reno. For the benefit of those who may depart from the scheduled routes, a brief description is given of Lehman Caves National Monument, Mt. Charleston, the Ruth Copper Pit (second in size only to the Bingham Canyon Copper Pit near Salt Lake), and mention of the old mining town of Tonopah and its historic partner, Goldfield.

BOULDER DAM

This gigantic dam, five years in the building, is in a barren, desolate canyon on the Colorado River, constructed to impound flood waters to be used for irrigation, and to generate power with the by-passed flows.

Boulder Dam is 727 feet high, its crest is 1,282 feet long (about one-quarter mile), and the concrete wall is 660 feet thick at the bottom and 45 feet thick at the top. This man-made obstruction backs up the river for 115 miles, creating Lake Mead covering 146,500 acres — the largest man-made lake in the world. A wide highway traverses the top of the dam, from Nevada to Arizona, the State line passing through the dam.

There are three major vantage points from where you can view the topside of the dam — from the parking area on the Nevada side, for a good look at the face; from the road atop the dam; and from the Arizona side parking areas. After you have done your looking above ground, take the elevator to the interior of the dam and the powerhouses, an elevator descent of 528 feet, equal to that in a 44-story building. From the top the powerhouses on either side of the river, at the foot of the face of the dam, appear to be modest structures but they are, in fact, a city block long and as high as a 20-story building. Quite a structure if you saw it in a factory district. Don't miss the escorted trip into the dam and powerhouses, to see some of the world's largest

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BOULDER DAM — *from the Arizona side*

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

generators operating in spotless surroundings and with less man-power than it takes to run a grocery store. Stroll along the ramps outside the powerhouses and watch the churning waters as they are released from the turbines.

As you may suspect, the temperatures (in summer) are rather high. On my first trip into the dam (on a temporary lift) I went alone as my wife insisted on remaining in the spot of shade she had located (it was 112 degrees on top of the dam), as she was positive the interior of the dam was a sweltering oven. When I returned I persuaded her to make the trip (I was glad to get back for another look) and when she got into this "air-conditioned," comfortable 72 degree temperature I had difficulty in getting her topside again. This 72 degree temperature varies but little, winter or summer, in the vast inner chambers of this gigantic wall of concrete. Incidentally, this first trip was most interesting as the first generator was being installed, and the tour included a trip through the tunnel where the river was by-passed during construction of the dam. Deep in the mountainside some wag had painted a broad red line across the ceiling and labeled it "Los Angeles City Limits." You are apt to find such gags anywhere within a thousand miles of Los Angeles itself.

You will better understand why the base of the dam is so thick and why it curves against the water when you learn that the maximum water pressure on the dam's base is 45,000 pounds per square foot.

Perhaps you think there is little of interest in such cold, inanimate hulks of concrete as Boulder Dam, but I believe you will remember a visit here as one of the high spots of your trip.

Photographic suggestions — see the accompanying illustrations for clues.

BOULDER DAM NATIONAL RECREATION AREA

Under the supervision of the National Park Service this area is rapidly becoming a popular desert playground and a fisherman's delight. The spring and fall months are especially pleasant — warm days and cool nights.

The three resort and sportsman's areas, where accommodations and fishing facilities are available, are Hemenway Wash, at the west end of Lake Mead (to the left as you approach Boulder Dam from Boulder City); the beach and boats near Overton (reached via US 91 from Las Vegas); and Pierce Ferry, at the eastern end of Lake Mead where it meets the western end of Grand Canyon (reached by dirt road from US 93 or by boat from Hemenway Wash).

At Hemenway Wash a good beach provides safe swimming in the clean, warm waters of Lake Mead. Free beach house facilities are maintained by the Park Service. Many tourists take the short boat trip from the docks here to the backside of Boulder Dam — a delightful ride that gives one a new slant on the dam and the surrounding country. Boats leave hourly. I enjoyed the one-day powerboat cruise up Lake Mead, for 90 miles, with two hours of the trip spent in Grand Canyon, where mile-high cliffs rise abruptly on either side of the channel. The trip starts at 8 a.m., returns about 5:30 p.m., and cost then $10.00 per person, including the lunch served on the boat. As the sun is brilliant, the glare from the water produces a fast sunburn unless you stay under cover or protect your skin with anti-sunburn lotion. Take sun glasses.

Bass fishing in Lake Mead is as good as can be found anywhere in the West. Large-mouth bass up to 13 pounds in weight have been pulled from these waters. Boats, tackle, licenses, and guides can be secured all year at Hemenway Wash, and at Overton and Pierce Ferry *except* from June 1st to October 1st, when these facilities are closed because of the excessive heat of midsummer.

LAKE TAHOE

The one illustration of Lake Tahoe appears in the California section because that particular shot was made from the California side. I suggest you read the description of Lake Tahoe in that section although I don't want to infer that there is nothing of interest on the Nevada side. In fact, some of the best expansive views of the lake are from the road in from Carson City, after you pass the "Y" and turn to go south and around that end of the lake. One of the best is about a mile before the road reaches the lake, where there is a fine sweep across a meadow and through timber, across the lake to the Sierras behind the California shore. This will be especially impressive if snow still caps the high mountains.

Several resort areas are scattered along the Nevada side, both north and south of the Carson City "Y." (See the Daily Schedules for suggestions as to trips around the lake.)

LEHMAN CAVES NATIONAL MONUMENT

This attraction is not on any planned trip but if you should want to travel an alternate route from Salt Lake City to Los Angeles, may I suggest Route 40 from Salt Lake City to Wendover, Route 50 from Wendover to Ely, Route 6 from Ely through Tonopah to Bishop, California, Route 395-6 from Bishop to Brown, Route 6 from Brown to Los Angeles.

This route will take you near two listed attractions — Lehman Caves National Monument

LEHMAN CAVES NATIONAL MONUMENT

(No exposure data given as pictures can be made only with flash)

(southeast of Ely about 35 miles), and Ruth Copper Pit (just a few miles north of Ely). I have been in many caves but in none more beautiful than Lehman. The caverns extend back into the east face of Wheeler Peak (a 13,058 foot mountain) for more than 1,400 feet — a veritable fairyland of stalagmites and stalactites, many of them joined, and all so exquisitely formed and delicately "carved" as to seem to be the work of some master sculptor.

Fantastic forms have been given names of objects they suggest, such as Angel's Wing, Pearly Gates (I cannot vouch for this resemblance), Cathedral Spires, Peter Pan and St. Peter, to name a few. Some of the columns give off musical notes when struck with a wooden hammer, not unlike the tones of a xylophone.

Attendants at the Monument conduct tours through the electrically lighted chambers during daylight hours. Lehman is reached from Ely by way of Route 6, southeast from Ely to where the Lehman Cave road turns off to the right.

MT. CHARLESTON

The principal reason for mentioning this area is to offset the "desert" aspect of so much of the Nevada the average tourist sees.

If you happen to be in Las Vegas when the thermometer is dancing around 100 to 110 degrees, it may be comforting to know that in less than one hour you can be on the cool slopes of Mt. Charleston, stretched out in the shade of luxuriant pines, lulled by the murmuring waters of a cold mountain stream. In the 37 miles from Las Vegas you move from sand and cactus and heat to some of the most pleasant mountain atmosphere in the West, not unlike many spots in Yosemite.

Mt. Charleston (11,910 feet) is the summer resort area for residents of Las Vegas and an equally fine winter sports playground. Except in the hottest months of summer Mt. Charleston wears a mantle of snow.

CARSON CITY

The smallest State Capital in the United States, named for Kit Carson, has a population of only about 2,500, when they are all at home, and the legislature is in session. Its only railroad is the primitive but vigorous little Virginia & Truckee, that chugs its way through the sagebrush and around the hills from Reno to Minden, a run of about 45 miles. If you catch it along the way it will make a prize picture for your collection of typical western "antiques."

While you are browsing around this "miniature" city take a look at the Capitol Building — a stone structure done to the scale of the town; see the Old Mint, which is being made a museum; the Mark Twain House where Mark lived while he served as private secretary to his brother Orion Clemens, first Territorial Governor; the Warren

Engine Company Firehouse, the original members of which paid dues of $2.50 monthly for the privilege of belonging, and who were fined $1.00 for each meeting missed and $5.00 for each fire they failed to work. The Yerrington House and the Ormsby Home are Victorian structures that were the show places of their day.

LAS VEGAS

Although the present city is only a little more than 40 years old, the site was a popular campground for Spanish and Mexican travelers who trekked the Old Spanish Trail between Santa Fe, New Mexico, and southern California. The springs and meadows made the spot a veritable oasis in the vast expanse of desert.

Present-day Las Vegas probably has more neon signs per square foot than any place on earth; a more cosmopolitan crowd on its streets than New York can boast — bearded prospectors and bronzed cowhands rubbing elbows with Park Avenue millionaires and Hollywood celebrities; and more silver dollars lying around in the open on gambling tables than you could find in a mint.

A night in Las Vegas is an experience one will not soon forget, win, lose or draw. If you stroll the streets and frequent the silver dollar palaces the whole night through you will not want for company — they never close as long as they can detect a jingle in a passerby's pocket. Perhaps you wonder where you will find these emporiums, and whether or not you have to rap twice and give the password. Hardly. At least half the frontage for two blocks on the main street is occupied by brilliantly lighted, full length plate glass front, orderly, crowded and active gambling "factories," operating with the smoothness and precision of an assembly line. You can take a chance on everything from a nickle slot machine to rather high stakes at some of the tables. And you are welcome, you may be sure of that — to look and marvel or to participate as little or as much as you wish. As a gentle admonition visitors are warned with posters around the walls that they should not risk more than they can afford to lose — a pleasant thought.

The big annual event in Las Vegas is the celebration they call Helldorado, staged in the spring, when for four days the town re-lives, in a strained sort of way, the roaring days of the Old West. (Incidentally, Las Vegas is one spot where there are always more people than there are accommodations, and it will be wise to make advance reservations.)

RENO

The "Biggest Little City in the U. S.," the natives call it, and the bustling activity seems to bear out the claim. With a population of less than 25,000, it is still the metropolis of Nevada, as well as being the second largest city in the Great Basin. This part of the West is not yet over-crowded.

Approaching Reno from the rather barren wastes to the east, you will appreciate that this spot was a welcome sight to the emigrant trains, for water and lush, grassy meadows tempted both man and beast to linger longer than they often should. It is said that if the ill-fated Donner Party had cut its stay here by two days they would have made it over the Sierras instead of being trapped, as they were, in the snows for four months, with such fatal results.

The gambling houses are as elaborate and just as busy as any in Las Vegas, but they do not so conspicuously dominate the scene nor the life of the city. In fact, Renoites ignore them with a sort of haughty disdain except when they have to "show the town" to visitors. Would-be divorcees do not overrun the place, as you may have been led to believe, and apparently they do not celebrate the severing of the ties that bind by throwing their wedding rings into the Truckee River — at least I have never seen the stream bed lined with golden circles.

RUTH COPPER PIT

At the town of Ruth, a few miles north of Ely, is one of the largest open copper pits in the country. In appearance it somewhat resembles the Bingham Canyon Copper Pit, illustration of which appears in the Utah section. Receding terraces step up the slopes of this pit, more than a mile across and 1,000 foot deep. Steam shovels bite persistently deeper and deeper into the banks, and the little trains, loads and empties, circle in and out, round and round, like busy ants. It would seem to be quite an engineering feat to continually re-locate trackage as the shovels eat away what was a railroad bed a few hours before.

The pit is rather colorful, with the predominant hues being greens and grayish blues, and it is a spectacular sight under a later afternoon sun. Although the mine is worked for copper, enough gold and silver is recovered to pay the cost of mining operations.

If your travels take you through Ely, make the short side trip to the Ruth Copper Pit — it is a fascinating activity.

TONOPAH — GOLDFIELD

In 1900 an old rancher and some-time prospector camped at a spot which the Indians called Tonopah (Little Water), on his way home from

VIRGINIA CITY
— ghost town near Reno

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

a visit to some diggings about 15 miles south of here. In rounding up his burro the next morning his eye caught an outcropping which looked interesting, he chipped off several pieces and then proceeded on his way. Having no money to pay for an assay he offered a share of his unmarked, unrecorded claim to an assayer in payment for an analysis but the old assayer had been imposed upon too often, and he refused to even look at the rocks. Later the old rancher gave a friend samples of the rock, with the offer of an interest repeated, if this friend would pay for the assay.

When the report finally came that the specimens showed evidence of pay dirt the rancher was busy haying and couldn't be bothered. Upon his wife's insistence they returned to the site and staked out claims, got a grub stake and started digging. $800.00 came back from the smelter from the first ton of ore. But lacking funds and equipment the discoverors were obliged to lease their claims — all verbal agreements — and from these claims more than $4,000,000 were taken and distributed, all on the basis of those oral agreements, and without a single case of litigation.

The news spread after the strike was confirmed and the area was soon alive with everything from seasoned hardrock miners to the freshest of tenderfeet. From tents and dugouts the town of Tonopah grew rapidly and extravagantly, and with every intention of permanence, even to boasting an Opera House three years later. Since 1900 more than $125,000,000 has come from the holes that practically line either side of main street even today (actually only three or four blocks back). Tonopah's diggings now produce only a fraction of that of by-gone days, but it is by no means a ghost town even though it is only a shadow of its former glory.

Goldfield, 26 miles to the south (on US 95) mushroomed from a population of two or three old prospectors in 1902 to more than 20,000 in the four years that followed. At the peak of the boom city lots sold for as much as $45,000 each.

Today, more than fifty city blocks of this once-was town have practically returned to desert, laid low by a great fire in 1923. The old 200-room Goldfield Hotel was once the scene of lavish parties and extravagant social life, where champagne flowed like a mountain stream and all guests were obliged to appear in full dress; the big stone courthouse; and the two stone school buildings stand today as monuments to a time when the name Goldfield was a synonym for fabulous prosperity.

The town is not deserted — it has a present-day population of about 500, many of whom

confidently expect to live to see a re-birth of the roaring. plentiful days of forty years ago.

VIRGINIA CITY — GOLD HILL

About 17 miles northeast of Carson City and 21 miles southeast of Reno are the remains of a once proud city that was, in its day, the queen of the West. In its vigorous youth it helped finance the Civil War; it paid for the laying of Atlantic cables; and it furnished the funds and the commercial activities that transformed San Francisco from a town of shacks and sheds into a city of fashionable homes. From the days of 1859, when a few prospectors were washing out gold dust at the rate of 15¢ a pan, to the present, the hills around Virginia City and Gold Hill have produced about three-fourths of a billion dollars worth of gold and silver.

By 1875 the city had a population of 35,000, a gas works, paved streets, the most elaborate Opera House in the West, at which appeared all the great names of the stage of that day, fine homes, good schools, and every evidence of eternal prosperity. The famous Comstock Lode and his other claims were sold by old Henry Comstock for about $11,000, the stock of which later had a total stock-market quotation of $80,000,000.

But the lush days faded, and today only a ghost remains of the original towns of Virginia City and Gold Hill, which were the center of the greatest mining activity in North America. However, the diggings still continue and many a native expects to strike veins as rich as those that built some of the great fortunes of the West.

Most tourists will want to visit the Old Piper Opera House, the Crystal Bar with its famous crystal chandelier, the old Episcopal Church, St. Mary's in the Mountains, and the Fourth Ward School — the most prominent building in the accompanying illustration.

Gold Hill, four or five miles down the road, has all but disappeared but you will enjoy seeing the old Fire Station, the Union Miner's Hall, and the little Railroad Station. The last time I visited the place the old fire engine reposed serenely under a blanket of dust, and the old round-back chairs were scattered about the quaint little Miner's Hall as they might have been left at the breakup of a regular meeting.

These old towns are so much a part of the rip-roaring days of the Old West that you should include them on any trip into this part of Nevada.

WEATHER

Those parts of Nevada through which planned trips pass are dry and warm (if not hot) during the summer months. Better accommodations in principal stopping places are air-conditioned, as well as are many eating places and other public facilities. Do not anticipate discomfort — 100 to 110 degree temperatures with minimum humidity are less oppressive than 75 and 80 degrees in the kind of humid weather that makes the corn grow tall.

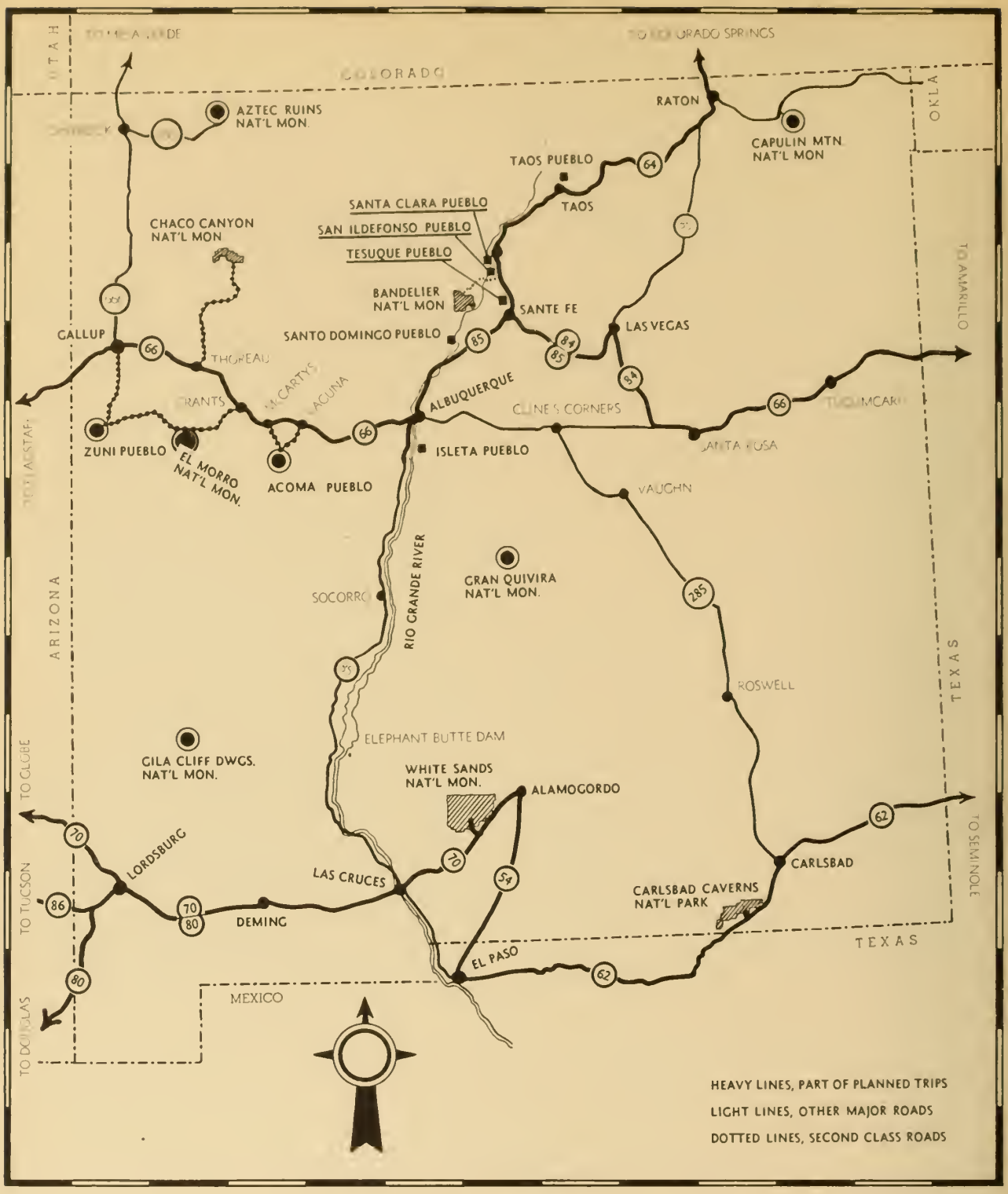
WILDFLOWERS

(State flower — "Sagebrush")

During the summer months you will see few recognizable wildflowers in the desert regions, but in early summer many cacti will be in full bloom — exquisite flowers as delicate as the rarest orchid. In the fall the sagebrush produces an inconspicuous lemon-yellow flower that adds color to the gray-blue of the sage. But the more striking display of yellows is put on by the creosote bush, common to the southern part of Nevada, below Tonopah. Sagebrush is native to the northern areas and as far as I have been able to detect, the sagebrush and creosote bush leave each other strictly alone.

If you are as much intrigued by desert vegetation as I am, you will enjoy many of the unfamiliar little plants and flowers common to the deserts of the southwest.

NEW MEXICO SECTION



NEW MEXICO

As a State it is only about a month older than Arizona. Its lands were settled by the white man almost a century before the Pilgrims landed at Plymouth. In size, New Mexico ranks fourth, but only forty-first in population. From north to south it is 447 miles; east to west, 346 miles. Area, 121,666 square miles. A vast table-land, with an average altitude of 5,700 feet. Highest point, North Truchas Peak, 13,306 feet, near Santa Fe. Mean annual temperature, 53 degrees; mean annual precipitation, 14″. State Capital, Santa Fe.

NEW MEXICO

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
BLUE ROUTE	Arizona border	Albuquerque	66	156 Miles
	Albuquerque	Santa Fe	85	62 "
	Santa Fe	Colorado border	64	187 "
GREEN ROUTE	Arizona border	Albuquerque	66	156 "
	Albuquerque	Santa Fe	85	62 "
	Santa Fe	Las Vegas	84-85	61 "
	Las Vegas	Santa Rosa	84-66	62 "
	Santa Rosa	Tucumcari	66	60 "
	Tucumcari	Texas border	66	41 "

PURPLE ROUTE — same as the GREEN ROUTE

DOTTED RED ROUTE	Colorado border	Santa Fe	64	187 "
	Santa Fe	Albuquerque	85	62 "
	Albuquerque (Going east)	Arizona border	66	156 "
	Arizona border	Lordsburg	80	46 "
	Lordsburg	Las Cruces	70-80	119 "
	Las Cruces	Alamogordo	70	81 "
	Alamogordo	El Paso	54	99 "
	El Paso	Carlsbad Caverns	62	147 "
	Carlsbad Caverns	Texas border	62	90 "

ORANGE ROUTE — same as DOTTED RED — from Arizona border to Lordsburg to El Paso to Carlsbad Caverns to Texas border.

DOTTED PURPLE — same as BLUE ROUTE

PRINCIPAL POINTS OF INTEREST IN NEW MEXICO

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

AZTEC RUINS
NATIONAL MONUMENT
(North of Gallup, south of Mesa Verde)

Ruins of one of the larger pueblos of prehistoric Indians.

BANDELIER
NATIONAL MONUMENT
(North of Santa Fe)

Ruins of several prehistoric Indian villages in an interesting canyon setting.

CAPULIN MOUNTAIN
NATIONAL MONUMENT
(East of Raton)

A large, almost symmetrical cinder cone, surrounded by smaller cones.

CARLSBAD CAVERNS
NATIONAL PARK ★★★★
(On Orange and Dotted Red Routes)

One of the world's best known and most beautiful caverns.

CHACO CANYON
NATIONAL MONUMENT ★
(Northeast of Gallup, south of Mesa Verde)

Canyon containing 18 major ruins of prehistoric Indian pueblos.

EL MORRO
NATIONAL MONUMENT ★
(Southeast of Gallup)

Better known as Inscription Rock, on which early explorers carved names, dates and exploits.

GILA CLIFF DWELLINGS
NATIONAL MONUMENT
(In southwestern part of the State)

Ruins of prehistoric cliff dwellings, accessible only by pack trip.

GRAN QUIVIRA
NATIONAL MONUMENT
(Southeast of Albuquerque)

Ruins of monasteries and churches built in the 1600's by the Spanish.

RIO GRANDE VALLEY
(That portion north from Albuquerque)

Interesting country — homeland of the descendents of early Spanish and the famous Indian pueblos.

SANTA FE ★★

In sequence, the Capital of Spanish, Mexican and American Territorial rule, for 250 years. One of the most picturesque towns of the Southwest.

TAOS
(Northeast of Santa Fe)

Third oldest white settlement in the United States — with but few modern embellishments — much like it was 100 years ago.

TAOS INDIAN PUEBLO ★★★
(Northeast of Santa Fe, near Taos)

The largest and most picturesque of all the pueblos — a sight no tourist should miss.

WHITE SANDS
NATIONAL MONUMENT ★★
(South-central part of State, near Carlsbad)

176,000 acres of pure gypsum, in undulating dunes, that look like huge piles of granulated sugar.

ZUNI INDIAN PUEBLO
(South of Gallup)

The first pueblo encountered by Coronado's Expedition. Buildings of sandstone intead of adobe as are the pueblos up the Rio Grande Valley.

NEW MEXICO

"THE LAND OF ENCHANTMENT" is no idle phrase now, nor has it been at any time since conquistadors entered what is now New Mexico, more than 400 years ago in search of the "Seven Cities of Cibola."

To me, a little understanding of the historical background of any area adds flavor to the present day scene and helps create a better appreciation for what one sees, whether it be an adobe hut by the side of the road or a mountain range. I like to know what kind of people live in that hut, their ancestral background, what they do and how they live. That mountain range becomes something more than rock and timber if I learn that it has played a role in the history of the country over which it stands sentinel.

New Mexico is one place where an appreciation of such influences helps explain and amplify that spirit of "enchantment" one sees and feels as he travels paths that were old when the Pilgrims landed on our eastern shores.

To most Americans, the development of this broad land of ours was entirely through the westward march of civilization — first from the 13 Colonies into the "west" beyond the Alleganies, then into the great Mississippi Valley, then into the plains, over the Rockies and onto the Pacific slopes and throughout the Southwest. But when the tide of westward migration reached New Mexico it found two firmly established civilizations and cultures, different from that being brought in, and different from each other. When the first Spaniards arrived from Mexico City with Coronado's expedition in 1540 they found an Indian culture that had been thriving in the pueblos for centuries, which the Spanish were unable to destroy or completely dominate. And the westward march of American civilization collided head-on with these two thoroughly intrenched ways of life, both of which refused to be absorbed.

The New Mexico of today is still a land in which these three elements retain their identity, their traditions and their culture. Back in the mountains the people of isolated little Spanish settlements today speak "mediaeval" Spanish, closer to the tongue of Coronado's day than to the language of present day Spain. The Indians have zealously maintained much of their old way of life and still resist the imposition of too many of the white man's means of a "higher standard of living." If you knew some of these Indian families as well as I do you might suspect that perhaps they have the best answer to some of the complexities of our so-called modern civilization.

The planned trips through New Mexico are all east-west — either across the northern stretch of the State and up the Rio Grande Valley, or across the extreme southern portion of the State, covered by the Orange and Dotted Red routes. These two areas contain more of interest per mile than any other portion of the State, or on any route in a north-south direction.

The following tourist attractions, on or near the main routes, are presented and described in alphabetical order for convenience, and not as an indication of the relative importance of any of them.

ACOMA INDIAN PUEBLO
(and Enchanted Mesa)

Acoma, the Sky City, lies about 14 miles south of US 66, in and out from McCarty's or the Acoma road just west of Laguna, depending upon whether you are going east or west.

This old Indian pueblo is said to be one of the oldest continuously inhabited villages in the United States. It sits atop a comparatively flat-topped 70 acre, 390 foot high sandstone mesa that rises abruptly (in many places vertically) from the surrounding sage brush plateau. The buildings are in three east-west rows about 1,000 feet long, facing rather wide streets. Many of the buildings are three terraced stories, the first of which has no doors or windows, being storage rooms reached through openings on the top side. The living quarters, reached by ladder or stone stairs, are in the second and third stories. Many windows in the older houses are of selenite, mined nearby.

The old Mission, toward the south edge of the rock, is one of the first built in New Mexico, dating back to the late 1600's.

BANDELIER NATIONAL MONUMENT — *ruins of prehistoric Indian villages*

Best time of day — midday

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

Comparatively few Indians live in the pueblo today, most of them preferring adobe huts on the plateau, nearer their fields and flocks. There are always a number of the tribe on hand to greet you, to sell pottery and trinkets, most of which is of little value. Your first duty is to see the governor or his deputy, to read the rules and to pay the $1.00 admission fee, another $1.00 for a permit for small cameras, $5.00 for movie cameras, and the last time I was there the individual in charge insisted upon an extra dollar for permission to photograph the Mission.

Enchanted Mesa. This companion citadel lying to the northeast a short distance, is the same type of abruptly rising rock mesa, and was, according to the Acomas, the site of the original pueblo of the tribe. Enchanted Mesa is some fifty feet higher than Acoma rock, and appears to be unscalable.

AZTEC RUINS NATIONAL MONUMENT

This National Monument can be reached from any of the trips traveling US 66, north from Gallup for 93 miles over US 666 to Shiprock and then east on Route 550 for 44 miles. Those traveling east from Mesa Verde National Park can make the side trip from Durango, Colorado, south 36 miles.

The American Museum of Natural History formerly held title to the ruins but gave it to the government for a National Monument some years ago. Their explorations and excavations brought to light a large "E" shaped pueblo building, a fine example of Indian masonry of the early 1100's, containing about 500 rooms.

A museum on the grounds houses one of the most interesting exhibits of artifacts found in the Southwest.

BANDELIER NATIONAL MONUMENT

At the little village of Pojoaque, about 16 miles north of Santa Fe, on Route 64, a gravel and dirt road turns left to Bandelier National Monument, some 27 miles to the west.

In Frijoles Canyon are ruins of three prehistoric Indian villages dating back to around 1250 A.D. Originally there were 13 groups of houses, sheltering a population of 1,500 to 2,000 inhabitants. Construction was of lava blocks, the rooms being plastered with rotted gypsum, some of which is still intact on the interior walls of cave

dwellings in the cliff shown in the accompanying illustration. All that remains of the buildings on the canyon floor are portions of the walls of the original structures, some of which are so conspicuous in the foreground of the picture herewith. These pueblos were supposedly built by migrating tribes that abandoned Mesa Verde, Aztec and Chaco Canyon, when they were driven south by the extended drouth.

All the close-by ruins can be reached on foot, scattered up the canyon for a little more than 2 miles from Monument headquarters at the parking area. Other ruins in nearby canyons are best reached by horseback, some of them as much as 12 miles distant.

CAPULIN MOUNTAIN NATIONAL MONUMENT

Do not go out of your way to see this Monument, but if you should be on US 64 between Boise City, Oklahoma, and Raton, New Mexico, the large, symmetrical cinder cone to the south of the road, east of the town of Capulin, is Capulin Mountain, a comparatively recent volcano (recent in terms of geologic history), about one mile in diameter at the base and one-third of a mile across its 700 foot deep crater. A dirt road circles the mountain and a cinder trail leads to the top, if you want a peek at the brush and grass covered crater.

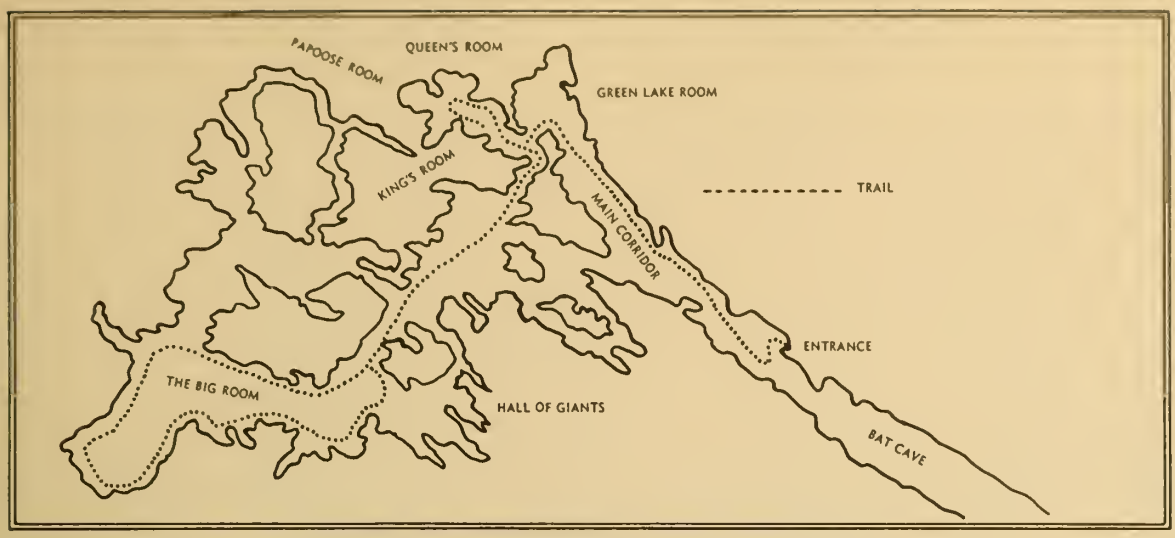
Nine smaller craters are scattered about, within the Monument area. Capulin is not unlike Sunset Crater, near Flagstaff, Arizona, but less picturesque and in less pleasant surroundings.

CARLSBAD CAVERNS NATIONAL PARK

Carlsbad is one of the world's really magnificent caverns. Everyone who has visited this dramatically lighted, vast underground fairyland, with whom I have talked, considers the trip one of the thrilling experiences of a lifetime, and most of them intend to make a return visit. It is unfortunate that Carlsbad cannot be conveniently included in most of the suggested trips, but, of course, there is nothing to prevent anyone from making a side trip south from U. S. 66, from near Albuquerque, or from Santa Rosa, if the traveler is going west on US 66.

CARLSBAD CAVERNS
— Elephant's Ear, Queen's Room
(Photographing not allowed except by special permission)

Carlsbad Caverns were first explored by a local cowhand, one Jim White, and a Mexican boy, in 1901, although it was previously known that several caves were scattered about the area. A group of cowboys, camped near by, noticed a black cloud soar into the sky about dusk, and thinking it a fire White rode over to investigate. The "conflagration" turned out to be thousands and thousands of bats pouring out of the entrance to the cave. White was so curious that he later went back with a torch and provisions and for three days and nights he and the Mexican boy were literally out of this world. As he recounted his experiences and what he saw, listeners shrugged off the wild tales with, "Jim's got bats in his belfry." More about the bats later. Not until Mr. Ray Davis (whose pictures of Carlsbad you see on these pages) made a series of photographs



CARLSBAD CAVERNS NATIONAL PARK

in Carlsbad did skeptical authorities give Jim White's tales more than a passing thought.

Without going into the geologic intracacies, of which I am not capable anyway, a little explanation of how Carlsbad was formed may be of interest. These underground rooms were started by cracks and faults that admitted water, the continued action of which removed quantities of the limestone in solution, fragments of walls loosened by seepage fell and were dissolved away, enlarging old and creating new tunnels and caverns. The process has been going on for quite a few years — some fifty million or thereabouts, so the geologists say.

As water seeps into these chambers, carrying with it mineral matter, the water deposits its solid material, creating stalactites that hang from over head. If evaporation is not too rapid and water drops fall to the floor of the chamber they build up similarly constituted formations known as stalagmites. If the process continues long enough, the two formations join, creating a column. Color in these formations is caused by the deposit of minerals such as iron. Formations still in the building — those that are sparkling and more transparent — are called "live" or "growing", even though at the rate of only one inch in a thousand years. Those that are dry, dull and colorless are called "dead", for the building action has ceased.

The map of the Caverns shows the general layout of this vast under-world and the trail over which the Ranger escorted tours travel.

As the tour proceeds deeper into the main corridor or Auditorium the formations are larger, giving a hint as to what will be seen farther along. From where the ceiling is 125 feet above the trail and one hardly expects to find more spaciousness, the tour enters a cathedral like vault with a 270 foot ceiling. At this point the trail is about 450 feet below the ground surface it so recently left. By declines and stairs the trail descends another 150 feet where those who feel unable to continue the tour may fall out. (figuratively, of course). Down some more and on the left rests The Iceberg, the largest "loose" rock in the Caverns, estimated weight 200,000 tons.

Down again, into the Green Lake Room, past delicate stalactites, pillars and beautifully "carved" forms, around crystal-clear, emerald Green Lake and past the Frozen Water Falls. Then into the King's Room (or Palace) still deeper below ground — over 800 feet, in fact — considered by many to be the most beautiful chamber in this or any other cavern. This almost circular room contains many fantastic forms, some of which resemble motifs of Gothic and Moorish architecture.

The trail next ascends, through the "keyhole," to the Queen's Room, beautifully "decorated" with formations similar in character to those just seen yet endlessly different in their delicate flutings and convolutions. Through a low passage and you are in the smaller Papoose Room.

The next important stop is the lunchroom — a refreshing three-quarter hour pause in this 5 hour, 7 mile trek. After lunch the tour enters the Big Room, the Hall of Giants, or Amphitheatre, whichever designation you prefer. This is the

CARLSBAD CAVERNS — *Hall of the Giants, Big Room*

(Photographing not allowed except by special permission)

largest known underground room in the world — 4,000 feet long, 600 feet wide, with a ceiling 300 feet above you, and the hike over the trail that circles it requires an hour and a half.

The tour around the Big Room passes "Fairyland", an area of fantastically shaped stalagmites, on to the "Totem Pole"' an isolated pillar 40 feet high, past the "Jumping Off Place" for a look into the 150 foot deep cave to the side of the trail. Farther along is "Mirror Lake" and another abyss, the "Bottomless Pit," about 700 feet deep. To the right is the "Shrine," farther along "Crystal Spring Dome," the largest of the "live" stalagmites, and on up the trail toward the "Rock of Ages," the second oldest stalagmite mass in Carlsbad and probably the best known formation. To the right a curious stalagmite which resembles the Leaning Tower of Pisa is "Giant Dome," 62 feet high and 16 feet in diameter, the world's largest known stalagmite.

No mention of the Bat Room has previously been made because the tour does not enter it — only passing by its entrance soon after entering the caverns. Except for the months of hibernation (October to April) each evening at dusk an estimated 2½ to 3 million bats form a spiral cloud as they pour out the entrance arch for about three hours, and sail away to the south for a night of foraging, returning to their haunts before dawn. Experts figure that this bat population consumes better than 10 tons of insects on each night's expedition. I'll have to take their word for it but that sounds like quite a pile of insects.

The tour returns to the lunch room (which you passed or patronized on your way to the Big Room) where the crowd makes its exit by elevator or back up the trail. The main tour, throughout the Caverns, starts about 10 a.m. A tour of the Big Room alone starts at 12:30 p.m. It is advisable to have comfortable walking shoes, and dress for a 56 degree temperature — constant in Carlsbad winter and summer.

Season. Carlsbad Caverns are open all year.

Photographing. No photographing is allowed in the caverns except by written permission from the Superintendent's office.

Accommodations. There are no over-night accommodations at the Park but facilities are available in the nearby towns and along the road, approaching Carlsbad from either east or west.

CHACO CANYON NATIONAL MONUMENT

This National Monument can be reached by graded road 65 miles north from Thoreau on US 66, east of Gallup, or by a circle trip that includes Aztec Ruins, from Gallup to Aztec (as described in the Aztec section), then south on Routes 44 and 56 to Chaco and return to US 66 at Thoreau.

Within 10 miles long, one mile wide Chaco Canyon are 18 major ruins without equal in the Southwest. Not only are they among the largest but the type of construction and masonry are superior to that found anywhere in this region of prehistoric ruins. According to archeologists, this was the cultural center of the prehistoric Southwest.

The prize ruin is Pueblo Bonita (*beautiful village*), excavated and explored by the National Geographic Society between 1921 and 1927 and said by them to have been the largest apartment house built anywhere in the world prior to about 70 years ago.

Built more than 1,000 years ago, this five-story building, in the shape of a capital "D," covered more than 3 acres and contained about 800 rooms, supposedly housing about 1,200 people. The other ruins in the vicinity are Pueblo del Arroyo, corner house, yellow house, high village, little house, white rock, black house, house of the winds, and painted village.

Chaco Canyon pueblos were contemporary with the ones in Mesa Verde and nearby settlements and were supposedly abandoned about the same time, the inhabitants migrating south toward the Little Colorado River and east to the Rio Grande.

Chaco Canyon National Monument is one of the more important Monuments in New Mexico.

EL MORRO NATIONAL MONUMENT

El Morro, better known as Inscription Rock, lies south of US 66 and, as the Daily Schedules suggest, a trip to El Morro should be combined with one to Zuni Indian Pueblo — Gallup to Zuni, Zuni to El Morro, El Morro to Grants and US 66.

As the accompanying illustration shows the Rock, this description will deal with those details not evident in the picture. On top of the rock are the ruins of two pueblos which have not yet been excavated. At the base of the rock, toward the left (in the picture) is a deep basin which has been used as a watering place for a hundred years, and tradition has it that it was an "oasis" to the stream of explorers, adventurers and supply trains, from the days of Onate, 350 years ago.

As these hordes passed this "cross-roads" of *Neuvo Mejico* many of them, prominent or not, carved their names and the date in the walls of the Rock with dagger point, the oldest legible inscription being that of the said Onate, dated 1605. The most voluble record I remember seeing was in four lines, each some 15 feet in length, in which (according to the custodian's translation) said something to the effect that "I (so and so) passed by here on this day of (the date was sometime in the early 1600's), at the head of

INSCRIPTION ROCK
— El Morro Nat'l Monument

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

my own expedition, and at my own expense . . ." and on and on, with rather immodest tributes to himself and his prowess, the most offensive four or five words of which had been "ex-d" out by someone who could not quite tolerate the bragging. Incidentally, this particular inscription was as carefully and expertly lettered in a fine, flowing script as any jewelry engraver ever put in the back of a prize watch.

Literally hundreds of inscriptions appear on the face of the rock, dated intermittently from Juan de Onate down to that of a surveying party which passed by almost 300 years later.

GILA CLIFF DWELLINGS NATIONAL MONUMENT

This Monument is being listed only to keep the record complete, although a few "explorers" will want to make the side trip northwest from Deming over Route 260 to the town of Gila and the stub road, and then the balance of the way afoot or horseback. As the ruins have been but little explored or excavated, there is little to see but the country and the wild life that abounds in this infrequently visited region. It is good country for deer and wild turkey and an abundance of small game.

You can skip Gila Cliff Dwellings without any qualms — there is too much to see that is more accessible.

GRAN QUIVIRA NATIONAL MONUMENT

Gran Quivira is closely identified with the early Spanish occupation of New Mexico and as a tourist attraction it ranks above the unrecommended Gila Cliff ruins. However, since Gran Quivira is considerably off all planned trips it can be by-passed if you have seen other ruins in Arizona and New Mexico.

Lying a little more than 100 miles southeast of Albuquerque, this Monument is accessible by road, most of it good. The remains of monasteries and two churches, built by the Spanish between 1629 and 1670, are the principal attractions. Sections of the 6-foot thick walls, some of them 20 feet high, still stand.

RIO GRANDE VALLEY

This territory has two definite aspects that should interest every tourist. First, the character of the country and the "native" population and

CHILI PEPPERS — *in the upper Rio Grande Valley*

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

their way of life, and second, the chain of Indian Pueblos that extends from below Albuquerque to above Santa Fe. Taos Pueblo and the town of Taos are so distinctive that they are described separately on a later page. Perhaps it would be more correct to say all this lies in the Upper Rio Grande Valley, for to most people the Rio Grande means down along the Mexican border.

In all this territory, Albuquerque is, of course, the metropolis, but it is modern far beyond its environment and except for the old section and some of the outlying districts, might well be any modern American city, to the casual observer.

Up the river from Albuquerque, through Santa Fe to Taos, adobe houses, little gardens and small fields hug the road, for there is little tillable land in sight outside the river bottom. Most of these houses are inhabited by Mexican, Spanish-Mexican and Mexican-Indian strains — a polite, sociable, gay and carefree people, firmly rooted in the soil.

Before you leave Albuquerque and if you have the time, make the Skyline Drive over the Sandia Mountains to the east of town — the high point of which is around 11,000 feet. East from town on US 66 for 16 miles then left on the well-marked road, over the mountains and down to US 85 at Bernalillo. Near the highest point on the road take the side road to the left that leads to Sandia Crest and the wonderful view over all that part of New Mexico. If you are headed for Santa Fe, continue north on US 85 from Bernalillo, over the long, sweeping hills that makes the road seem like a giant roller coaster. It was on this stretch that I all but lost my camera equipment to hot-headed young Indian bucks several years ago, as mentioned in the Indian section on Arizona. I was a little out of order, so don't blame the Indians too much.

From Santa Fe north the country is very picturesque — the Sangre de Cristo Mountains lie to the east, some of whose peaks soar well above 12,000 feet (North Truchas Peak is 13,306, the highest point in New Mexico). Walled on the west by the Jemez Mountains, the peaceful valley of the Rio Grande is really something different and "enchanting." In the fall every adobe is draped and festooned with great strings of chili peppers, in the manner shown in the accompanying illustration, although not all houses are quite as completely covered. These peppers are not for decoration, as decorative as they are — they are a staple in the diet of the natives, believe it or not.

You have heard of Chimayo blankets and if you have been through this country before you probably own one or more. A most interesting detour east from Espanola (between Santa Fe and Taos) is to the little village of Chimayo where much of this weaving is done. And if you want

a peek at a really quaint little spot, continue on past Chimayo about 1½ miles to a cluster of adobes surrounding "El Santauro de Chimayo," a little old church and shrine that is one of the most charming sights I have ever found in the State, nestling, as it does, in the shade of giant trees, with a little stream trickling past the front gate of the church garden.

Indian Pueblos. The other aspect, in fact the other civilization of the Rio Grande Valley is Indian pueblo life, a stable, unchanging, stolid culture that continues its everyday routine much as it has for the past 1,000 years, on the same spots, in the same adobe structures. It is well worth anyone's time to visit them all, but a little description of each will help you be selective, if time is a factor.

The first pueblo, along the road traveling east on US 66 from Gallup is Laguna, 46 miles west of Albuquerque, to the south of the road not far from the side road into Acoma. While interesting, it hasn't the appeal of others you will see, unless you happen by here when some celebration is in progress.

Isleta Indian Pueblo, about 12 miles south of Albuquerque, is the first of the chain that extends north up the Rio Grande. The old twin-towered Mission dominates the pueblo group made up mostly of one story adobe buildings. The Isletans plaster their exterior walls with a pinkish-white adobe that gives them somewhat the appearance of many stucco houses in the Southwest. As I remember it, the Isletans do not produce any Indian crafts for sale, but you are most welcome to look around and to visit the old Mission, built in 1621, one year after the Mayflower landed with the Pilgrims.

Santo Domingo Pueblo. This pueblo, housing about 1,200 of the tribe, lies west of the highway 6 or 8 miles, about halfway between Albuquerque and Santa Fe. You will know when you are near as the Santo Domingans are great pottery craftsmen (they also make some silver-turquoise jewelry) and many families maintain little roadside stands — a few juniper boughs thrown over a rough framework. Unless you expect to buy don't stop, for these people are some of the most persistent salesmen known to man. Their pottery is good, but not classed with the best produced at San Ildefonso and Santa Clara, by most people who know. Unless you are invited to drive into the pueblo, pass it up, as the Santo Domingans are not especially interested in having visitors.

Tesuque Indian Pueblo. Off the road to the west a short distance, about 10 miles north of Santa Fe, lies the little pueblo of Tesuque. It is one of the smaller ones, but very interesting — a little mission, a cluster of adobes, the ever-present kiva or ceremonial chamber. A few fine craftsmen at Tesuque make small blanket rugs for table tops and such. If Lupe Duran is still operating his loom you should see his productions, each different in design, and in all of which he takes great pride. The people of Tesuque are very friendly and you will be most welcome.

San Ildefonso Indian Pueblo. Just north of a group of adobes which bears the unpronouncable name of Pojoaque, a little side road leads west to the small pueblo of San Ildefonso, rapidly gaining a reputation for its fine, black and terra cotta "etched" pottery. Once in the pueblo, inquiry will help you locate the families who produce this very decorative ware.

Santa Clara Indian Pueblo. A little farther north and on a side road south from Espanola is Santa Clara, the home of Maria Martinez, who has attracted international attention with her exquisite pottery. There are other local craftsmen but they have never approached her reputation. Maria is getting along in years and lucky you will be if you can still get some of her handiwork.

There are many other pueblos in or near the Valley — Sandia, San Felipe, Cochiti, San Juan, Zia, Jemez to the west in the mountains, and others — but if you see the ones described, and Taos, visiting the others is more or less repetition, unless you are so fortunate as to be passing at the time of one of the ceremonial dances.

SANTA FE

La Villa Real de la Santa Fe de San Francisco de Assissi (The Royal City of the Holy Faith of Saint Francis) is what the leaders of the armor-clad legions of Spain called what you and I know at just plain Santa Fe. Almost 350 years ago (1609-12) the conquerors of this new land built the Palace of Governors which served as the seat of government through Spanish, Mexican, and Territorial rule until the present Capitol Building was constructed, except for the 12 year interval (1680-92) when the Indians drove and kept the Spanish out of the region.

Twenty generations have trod the narrow streets of this quaint old town where even today the soft cadences of the Spanish tongue all but drown out what English is spoken.

After the Indians drove the Spanish from Santa Fe they used the Palace of Governors as a stable, and built pueblos on the other three sides of the Plaza. In their frenzy to wipe out all traces of Christianity and the civilization the Spanish endeavored to impose, they damaged or destroyed everything in sight and the scars of such depredations are still visible in the San Miguel Mission, traditionally the oldest church in the United States.

The Spanish reconquered the territory and held sway against several abortive Indian uprisings

as well as against the encroachment of the French from the east. A new era started when Mexico won her independence from the Spanish crown, the barriers of trade were let down and Santa Fe soon became the most important trade center in the West. Around the Palace of Governors a gay social life swirled, and festive crowds greeted the arrival of every new wagon train coming in over the Santa Fe Trail. The country was also wild and wooly, and as recently as 1837 the then Governor was killed during a minor rebellion and his head paraded around the Plaza on a pike-pole.

Under General Stephen Watts Kearney, Santa Fe was taken for the United States (1846) without the loss of a drop of blood, the Mexican Governor preferring to quit peaceably rather than fight it out.

Under the Americans, Santa Fe continued to be the most important trading center west of the Mississippi until the coming of the railroads, when the line that bears its name by-passed the town and channeled commerce and trade around and past this once bustling city. And it is because of that trick of fate that you and I can today enjoy a Santa Fe with all the charm and color, hospitality and graciousness, and centuries-old customs, while the rest of the world has gone crazily modern.

Just to walk the streets is a trip into another world, but for a full appreciation of this, the most picturesque city in the Southwest, visit the principal points of interest in town and round about.

The Palace of Governors and the Old Plaza. This has been the center of life and activity since the town's beginnings. The Palace of Governors is now a museum, and should not be missed. Territorial Governor Lew Wallace wrote much of "Ben Hur" while he resided here.

San Miguel Church. Mentioned previously. Tradition says that the remains of Don Diego de Vargas, reconquistador of Santa Fe, are buried beneath the altar. To the left of the church is a little adobe said to be the oldest building in the United States built by the white man.

The Cathedral. Immortalized in Willa Cather's "Death Comes for the Archbishop." The site is that of a chapel dating back to the earliest days of Santa Fe.

The Art Museum. A fine, pueblo-type building, housing both permanent and special exhibits, some of the most interesting of those I have seen being the work of Indian artists of the area. If you have never seen really fine Indian art you have a thrilling experience awaiting you.

The Laboratory of Anthropology contains vast collections of the best of Pueblo pottery, and arts and crafts of all Southwest tribes. Well worth an unhurried visit.

And there is the La Fonda, through which you will want to stroll (if you do not put up there), and the Capitol Building, and many quaint shops jam-packed with the arts and crafts of both Indian and Mexican artisans.

You will enjoy every minute of Santa Fe, and will only wish that you had come sooner and could stay longer.

TAOS TOWN

The town of Taos, the third oldest white settlement in the United States, is still one of the most picturesque although I liked it much better before its landscape was embellished with light wires and telephone poles. Around the little Plaza (which was the original walled town) Indians and "Spanish-Mexican" natives while away the hours in idle gossip — a kind of perpetual siesta. From the Plaza narrow little streets zig-zag off, to the south toward Ranchos de Taos (a little settlement you will pass through coming from Santa Fe), to the east past Kit Carson's old home, to the west through a part of the art colony and the native adobes, and to the north toward the Pueblo, past the old graveyard in which Kit Carson is buried. Until recent years the little bank on the Plaza did business over an eye-height counter rather than through a wicketed-window — a hangover from the days when a teller might have to duck and duck quick.

During Spanish and Mexican rule the Taos Fairs were the big events of the entire Southwest. A visitor to one of the early ones wrote, "The Governor comes with a great part of his presidio and people from all over the kingdom, to these fairs, which they call ransoms. They bring captives to sell, buckskin and many buffalo hides, and booty that they have taken in other parts — horses, hides, muskets, ammunition, knives, meat and various other things. No money circulates in these fairs but articles are traded for each other and in this way the people provide themselves."

In the hey-day of the Old Santa Fe Trail Taos was one of the most important trading posts, headquarters for Soldiers of Fortune, and the Mountain Men. Since the turn of the century Taos has been one of the great art centers of the country although some of its lustre has faded with the passing of some of the old timers who made art history here and abroad.

In spite of its few modern embellishments Taos still has much of the atmosphere of the Old West — the little town nestling under a New Mexico sun at the foot of Taos Mountains, 50 or more miles from the nearest railroad.

TAOS INDIAN PUEBLO

At the western foot of Taos Mountain two four- and five-story adobe, communal buildings house one of the truly remarkable peoples of

TAOS INDIAN PUEBLO — *North Pueblo across Taos Creek*

Best time of day — during the middle of the day

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

the Southwest. Except for a few dollars worth of store clothing and a minimum of household furnishings there has been little change since Alvarado first saw these unique dwellings nearly 400 years ago. They are the largest Pueblo structures ever built, and are still in the building, for quarters are provided newlyweds by additions to the present structure.

The two terraced "apartment buildings" face each other across a little mountain stream that runs between them — the source of water for the 900 to 1,000 inhabitants. According to the natives these structures have stood where they are for more than 1,000 years. Built of adobe, plastered with adobe, they are kept in good repair by an annual coat of new mud, "troweled on" with the bare hands of the women of the pueblo, each to his own quarters.

The Taos are a proud race. and very self-reliant, depending less upon help from the Great White Father than any other tribe in the U. S., so they proudly boast. They are most democratic in managing their own affairs. A council is elected by popular vote (by both men and women) and the Council selects one of its own number to serve a one-year term as Governor He cannot succeed himself except after an interval of one term.

You are welcome any time during daylight hours, but certain "protocol" must be observed. Remember, this is not a public exhibition grounds.

WHITE SANDS NATIONAL MONUMENT

Best time of day — early or late

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/18	Group B f/25	Group C f/36	Group MA f/22	Group MB f/32
Group MC f/45	Group CA f/10	Group CMB f/12.7	Group CC f/36	Group CD f/16

You are the guest of the pueblo. After parking, call at the Governor's office where rules for your behavior are posted. If you wish to take pictures there is a fee for small cameras, another for professional size cameras, and still another for movies. You are not allowed to take pictures of individuals at a recognizable distance without their permission, and then for the usual fee to the individual. Those lone, blanket-wrapped Indians you see on the rooftops are not just looking at the scenery — they are the day's guard.

Look around the grounds and visit the ruins of the old Mission, destroyed in the last rebellion of the Indians against white rule (1847) during which the first white American governor and much of his force was massacred.

The Taos Indians are farmers but a few crafts are sold, made mostly by other tribes. Visit the studio of Albert Lujan, a self-taught Indian painter whose oils, in a rather primitive technique are fine mementos of your visit to Taos.

Treat the Indians with the same courtesy you would expect from guests in your own home and you will get along splendidly. Taos will be, I can assure you, one of the high spots of your trip.

Photographic suggestions. Suggested exposure data is given with the accompany illustration of North Pueblo. This particular shot was made near noon, and would have been better about 3 o'clock, in order to get some modeling in the building. It was, however, a very good light for color, which interested me most. The South Pueblo should be shot about the middle of the afternoon, also, if made from the opposite bank of the stream with it in the foreground.

WHITE SANDS NATIONAL MONUMENT

Unless the boys playing with the atom bombs, rockets and other toys of our "advanced" civilization have closed ALL the area, see the White Sands if you are anywhere near Alamogordo on any of your travels. A part of the region has been used as a proving ground for our more devastating lethal weapons, as you probably have read or know.

My old friend Tom Charles, of Alamogordo, through whose persistent efforts this Monument was finally established, can describe this phenomena better than I can, so here is the story in his own words.

"In over 30 years of intimate association with the White Sands I have heard at least a dozen theories as to their origin, most of them

as far from right as the one theory that they are the ashes from the once active volcano about 60 miles up the valley, or from the other, that they are the wash from Carlsbad Caverns.

"Scientists tell us that a few thousand years ago the area which is now white sand was an inland lake or sea, and that when the lake began to dry up mud flats formed along the northeast side. The first trace of white sand was a narrow strip of those snow-white crystals just at the water's edge. As the evaporation became greater that strip of gypsum crystals grew wider and wider and before long was being piled in rippled dunes on those mud flats.

"There are now 176,000 acres of these alabaster sand dunes from 30 to 60 feet high. They have the appearance of granulated sugar, rippled and wind blown like great drifts of snow. They are in the constant process of making and moving toward Alamogordo an average of 8 inches a year over a thirty mile front. In the heart of the sands there is no vegetation and but little animal life.

"This area is known the world over as the Great White Sands but there is not a particle of sand in it. The ordinary silica sand, when heated, makes glass but this sand, when dehydrated, makes Plaster of Paris."

The "sands" are pure gypsum. Millions of tons of gypsum are used annually in construction work in the United States but if all other sources were shut off, it is said that there is enough gypsum in White Sands National Monument to supply our present rate of consumption for 60,000 years.

(Above) Taos Indian Horsetail Dancers
(Below) Mescalero Apache Indian Devil Dancers

ZUNI INDIAN PUEBLO

As the State Map will show, you can easily combine a trip to Zuni and El Morro, going south from Gallup about 42 miles to Zuni, then east some 35 miles to El Morro, then 39 miles northeast to Grants and US 66.

Zuni Pueblo is quite different from those up the Rio Grande. Its squat, red sandstone houses are pancaked over an extensive area rather indiscriminately, interspersed with corrals, haystacks and manure piles. Vegetable gardens and small fields pattern the dry river bottom, as the Zunis are principally farmers and sheepherders, although they are more noted to the outside world for their arts and crafts, especially their turquoise-silver jewelry, for their dances, and for the ability of their women to balance great pottery water jugs on their heads. They are always one of the most applauded groups in the Indian parades at Gallup during the Inter-tribal Ceremonials.

Zuni was one of the first great pueblos encountered by the Spanish in their expeditions north, and one that was most stubborn in resisting the white man's domination. After the Spanish reconquered the territory the Zunis built their present pueblo (1692), making it of "recent" origin in comparison with others like Taos.

Trading posts at the entrance to the pueblo grounds display and sell the arts and crafts produced at Zuni, and the displays are well worth looking over whether you buy or not.

WEATHER

New Mexico is high country in the north; low, desert-like country through much of the

southern portion of the State. Summer days are pleasantly warm, and nights are cool along US 66 and north. (You cross the Continental Divide east of Gallup — at about 7,200 feet — and Santa Fe sets on a plateau at an altitude of about 7,000 feet.)

Summer months in the southern part of the State are hot, except in the mountains, but not the extreme desert heat of some areas in southern Arizona and the deserts of California.

New Mexico summer skies are second to none — not even Arizona's — a clean, clear sea of azure blue on which ride gigantic white billowy clouds — the delight of the color photographer. You will not be bothered by any more rain than an occasional thunder shower.

WILDFLOWERS

(State flower — "Yucca")

You will see the usual run of high plateau wildflowers in the northern part of the State, and many varieties of cactus in the extreme southern portions. Our best hunting grounds, for flowers, has been in the Taos Mountains up the Rio Hondo; on the Red River Pass road north out of Taos; and in the mountains along Route 64, between Taos and the Palo Flechado Pass, before you reach Eagle's Nest Lake. In this latter region we found some of the finest specimens of fringed blue gentian we have ever seen anywhere in the west. Until this discovery we had thought the gentian in Yellowstone was a rare find.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN NEW MEXICO

APRIL

Easter Sunday and 3 following days	at Indian Pueblos	Spring Corn Dances

MAY

26th	at Albuquerque	Feast Day of San Felipe de Neri — in Old Albuquerque Plaza

JULY

4th	at Albuquerque	Pioneer Days
4th	at Mescalero	Annual Fiesta and Indian Dances

AUGUST

3rd Wednesday to Saturday	at Gallup	Inter-tribal Indian Ceremonies

(This is the one big event in New Mexico — all Indian participants — from more than 20 tribes — crowd of 6,000 to 8,000 Indians)

SEPTEMBER

29th	at Taos	Sunset Dance
30th	at Taos	Feast Day of San Geronimo — annual Fiesta and Dance

OCTOBER

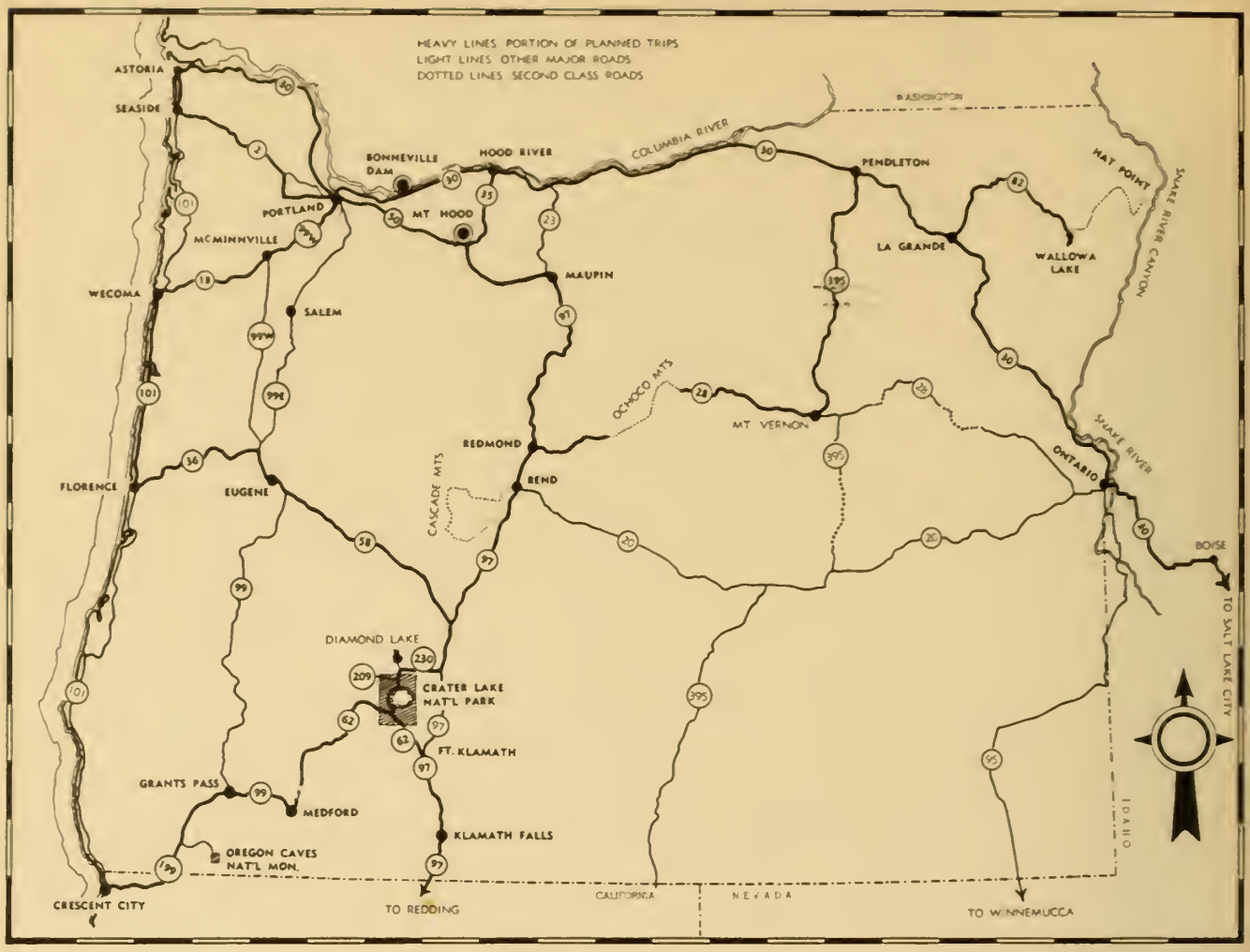
First week	at Roswell	Eastern New Mexico State Fair
First week	at Shiprock	Annual Navajo Indian Fair

DECEMBER

During fortnight before and after Christmas	at Santa Fe	Performances of Los Pastores and La Aparicion de Nuestra Senora de Guadalupe
24th	at Santa Fe	"Little Fires" burn before the adobe homes, for El Santo Nino (The Christ Child)

(These are not all the annual events within the State but are those most likely to interest the average tourist, during the usual tourist season)

OREGON SECTION



OREGON

A part of the Oregon Territory, title to which was disputed by English, French, Russians and Americans, for years. The end of the trail for the Lewis and Clark expedition. Orégon ranks ninth in size; thirty-fourth in population. It extends 380 miles east to west; 280 miles north to south. Area, 96,981 square miles. The Cascade Mountains separate the rain-drenched, forested western hills and valleys from the semi-arid plateaus to the east. Highest point, Mt. Hood, 11,253 feet. Mean annual temperature, 48 degrees; mean annual precipitation, 26″. State Capital, Salem.

OREGON

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	Astoria	Portland	30	104 Miles
	Portland	Mt. Hood	50	58 "
	Mt. Hood	Hood River	35	45 "
	Hood River	Portland	30	65 "
	Portland	McMinnville	99W	39 "
	McMinnville	Wecoma	18	52 "
	Wecoma	Florence	101	78 "
	Florence	Eugene	36-99W	83 "
	Eugene	Junction Route 97	58	94 "
	Junction Route 97	Junction Route 230	97	18 "
	Junction 230	Junction 209	230	15 "
	Junction 209	Crater Lake	209	17 "
	Crater Lake	Medford	62	80 "
	Medford	Grants Pass	99	32 "
	Grants Pass	California border	199	53 "

BLUE (Solid Line) ROUTE — same as the RED ROUTE

DOTTED GREEN ROUTE	Ontario	La Grande	30	132 "
	La Grande	Pendleton	30	56 "
	Pendleton	Portland	30	217 "
	Portland	Maupin	50	98 "
	Maupin	Junction Route 230	50-97	174 "
	Junction 230	Crater Lake	230-209	32 "
	Crater Lake	Ft. Klamath	62	23 "
	Ft. Klamath	Klamath Falls	97	37 "
	Klamath Falls	California border	97	18 "

DOTTED BLUE — same as SOLID BLUE, Astoria to Portland — same as DOTTED GREEN, Ontario to Portland, but in reverse order.

PRINCIPAL POINTS OF INTEREST IN OREGON

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

ASTORIA
(On Red, Blue and Dotted Blue Routes)

At the mouth of the Columbia River — great fishery center.

BONNEVILLE DAM ★★★
(On Columbia River, 42 miles east of Portland)

One of the West's great dams — lock and fish ladders are features that make it distinctive from other western dams.

COLUMBIA RIVER HIGHWAY ★★★
(That portion 100 miles east from Portland)

One of America's most spectacular and scenically beautiful drives.

CRATER LAKE NATIONAL PARK ★★★★
(In the Cascades, southern Oregon)

One of the world's most beautiful lakes, and the fourth deepest, in a setting of delightful mountain country.

MOUNT HOOD ★★
(East of Portland about 50 miles)

One of the most impressive of the chain of volcanic peaks in the West.

OREGON CASCADES ★
(On Dotted Green Route)

One of the finest recreational areas in the Northwest.

OREGON CAVES NATIONAL MONUMENT ★
(Near Red and Blue Routes, southwest Oregon)

An unusual cave in that the formations are of marble instead of the commonly encountered limestone.

OREGON COAST ★★★
(On Red and Blue Routes)

Some of the finest coastline along the Pacific between Canada and Mexico.

SNAKE RIVER CANYON
(Side trip from Dotted Blue and Green Routes)

The deepest gorge on the North American continent, about 1,000 feet deeper than the Grand Canyon.

WALLOWA MOUNTAINS ★★
(Side trip from Dotted Blue and Green Routes)

Fine mountain scenery, many lakes. Primitive area. In northeastern part of the State.

The cities of
PORTLAND and SALEM

OREGON

IN CONTRAST with the 400 year history and civilization of the Southwest, Oregon is new country, hardly more than past its period of adolescence. Although the Cabrillo who scouted the California coast in 1542 supposedly came as far north as southern Oregon, and other explorers touched these shores during the following 200 years, it wasn't until the late 1700's that anybody made a very thorough canvass of Oregon's Pacific shores.

An American sea captain and trader, one Robert Gray, in investigating these waters and rumors of a great river, in 1792, sailed his vessel the *Columbia* into what many before him had reported was only a bay. Satisfying himself that he had found the "great river" he promptly named it the Columbia, in honor of his vessel. A few months later an English naval officer explored the river for 100 miles inland, sighted and named Mt. Hood, and formally claimed all the region for Great Britain.

The Indians called the river "Ouragon," and to all and sundry for many years the Columbia was known as the Ouragon, Oregon, Origan, or Oregan. The name was early used to identify all that vast region from the Rockies to the Pacific (east and west), and from the northern fringes of Spanish California and the Southwest north to a rather indefinite boundary that no one took much trouble to define. From this vast area, so long known as Oregon Territory, have been carved the States of Oregon, Washington, Idaho, and considerable portions of Wyoming and Montana.

The first overland exploration was by the Lewis and Clark Expedition, which reached the Columbia River in 1805, following its course to the Pacific. Their reports focused wide attention on this fantastic country. John Jacob Astor's Pacific Fur Trading Company moved into the territory, established a post, and soon developed a profitable trade far and near. The Astor Column atop the high hill at Astoria commemorates these early activities, cut short by the War of 1812.

After the War and the settlement of boundaries a trickle of immigration filtered into the territory, accelerated with the extension of the Old Oregon Trail west from the Walla Walla-Pendleton region. Present day U. S. 30 parallels the old Trail rather closely, from the Idaho border to The Dalles — through Baker, La Grande and Pendleton.

One figure dominated the scene for more than 30 years after 1824, Dr. John McLoughlin, factor for the Hudson's Bay Company, whose home has been preserved as a monument to his efforts in helping subdue this western wilderness. The McLoughlin Mansion sits on a bluff to the east of the Willamette River, in Oregon City, and is open to the public.

From McLoughlin's day on — only about 100 years ago — the development of the State has been of the same pattern, more or less, that was common to all the Northwest.

Geographically and topographically Oregon is two states — the Cascade Range bisects it from north to south, roughly one-third west to the Pacific, two-thirds east to Idaho. The western one-third, from the Cascades to the Pacific, being lush, timbered, well-watered mountain slopes and valleys, with a mild climate tempered by ocean breezes; the eastern two-thirds, east of the Cascades, is hot, cold, dry, and in many places desolate, to put it mildly.

The planned trips take you through considerable stretches of the most verdant and more scenic areas of the Cascade-to-the-Pacific region, and through the more productive portions of the semi-arid eastern part of the State. The southeastern areas, through which no routes go, are not unlike the sagebrush and sand, and barren hills, of northern Nevada, just across the border of that part of Oregon.

Although the listed scenic attractions in Oregon are sufficiently thrilling to justify long journeys to see them, merely driving through any of the Cascade-Pacific portions of the State is a delightful experience — north and south, east or west — on highway or along by-way — every mile holds your interest and enthusiasm. I think we often get our attention so focused upon "named" places and things that we forget that one of the most exhilirating aspects of any extended trip is the countryside through which we

BONNEVILLE DAM — *portion of the fish ladders at the left*

Best time of day — after 2:30 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

pass. Too many of us not only try to find the shortest distance between two points — we try to establish new speed records as well.

The following attractions are considered by most tourists as the high spots in Oregon. They are described in alphabetical order, for easy reference, and not as an indication of relative importance. According to the Oregon Highway Commission, the Columbia River Drive outranks all other attractions in amount of tourist interest.

ASTORIA

Lewis and Clark built Fort Clatsop near here and wintered in what was the first buildings built by whites in this territory (1805-6). John Jacob Astor's trading post, established in 1811, was the first white settlement, if you could call those activities such. Today Astoria is headquarters for a 10 million dollar Columbia River fishing industry, to mention that for which it is best known.

There are many interesting sights about the town and along the waterfront but make a visit to the Astor Column a must. Built by descendants of Astor and the Great Northern Railway, this impressive Column stands 125 feet high and encloses a circular stairway that leads to the observation deck near the top. From here one gets a grand panoramic view of all the surrounding

country for many miles. Perhaps the most fascinating aspect of the Column is the circular mural that spirals down the full length, depicting 12 stages of the history of this region. It will take you a week to get "unwound" if you circle the Column trying to read everything from top to bottom. You can get a little folder at tourist headquarters that illustrates the entire mural, complete with text.

BONNEVILLE DAM

Not the largest nor the most spectacular of the big dams of the West, but Bonneville has two features that make it quite distinctive — the locks and the fish ladders.

Bonneville is in two sections as Bradford Island, an old Indian burial ground, breaks the river into two channels. The main part of the dam proper (shown in the accompanying illustration) spans the north channel, between the island and the Washington State shore. The dam section across the south channel is backed up by the powerhouse, joined on the south by the single lift lock, 75 feet wide and 500 feet long.

The dam raises the water level of the river east to The Dalles, and when channel dredging is completed, ocean going vessels (within the capacity of the lock) can sail up the Columbia 175 miles inland from the Pacific.

All visitors are fascinated by the fish ladders — those water covered stairways over which determined salmon fight their way up the river to their hereditary spawning grounds. You may not see salmon the day you are there, if it is the off season, but there will most assuredly be a collection of eels who seem to think they would like to get upstream, for reasons only they know, perhaps. The circular form on the left side of the picture shown is a portion of the fish ladders on the Washington side.

Bonneville is 42 miles east of Portland, just off the famous Columbia River Highway, on the Oregon side, and adjacent to the Evergreen Highway that parallels the Columbia along the Washington shore. You cannot drive across the dam, as at Boulder, so do not plan to cross the Columbia here. There are parking areas, however, on both sides of the river so your visit to the dam will not be stymied if you happen to be on the Washington side. However, I advise visiting Bonneville from the Oregon highway. (See illustration for photographic suggestions.)

COLUMBIA RIVER HIGHWAY

Truly, this is one of the spectacular and most beautiful drives in America, or anywhere, for that matter. For 100 miles east of Portland the road rides up and down and around the bluffs and through tunnels in its determination to stay within sight (much of the time within a stone's throw) of the mighty Columbia. The Oregon bank is often precipitous, towering walls of stubborn rock, for the Columbia River Gorge is cut through the formidable Cascade Range that extends from the Oregon border on the south through Washington and into Canada.

As this 100 mile stretch will be traveled by most of you in an east to west direction it will help in locating the main points of interest to list them in that order of travel.

Although there are interesting stretches farther east I suspect you will commence to sit up and take notice about Celilo Falls, 12 miles east of The Dalles, especially if the Indians are fishing for salmon in these rapids of the Columbia. About 11 miles west of The Dalles is Rowena Crest and one of the marvelous panoramic views of the river, but drive off the highway (to the left) to the parking area for the real vantage point.

Eight miles farther west you enter the first of twin tunnels, the Divide, some people call the spot, for this seems to definitely mark the end of the arid, lava-strewn area you have traveled for many miles, and the beginning of the lush, damp moss and fern zone that extends from here to the Pacific. Another 5 miles and you cross Hood River, with the town of the same name only a mile ahead. Slow down along here, for Mt. Hood should loom on the southern horizon, and on the opposite side of the compass Mt. Adams, in Washington will appear equally impressive. If it is a brilliant day (and not all are in these parts) drive south on Route 35 (just before you cross the Hood River) a few miles to a high point on the road from where one gets magnificent views of both these snow-capped volcanic peaks. The Portland - Mt. Hood - Hood River - Portland loop drive travels this road. The bridge across the Columbia at Hood River leads to the Washington State Evergreen Highway, and to Mt. Adams if you should want to visit it from here.

There is only one other bridge across the Columbia between here and Portland — the one at Cascade Locks, known as the Bridge of the Gods, at which point there was once a natural bridge according to Indian legend. So the story goes, the two sons of the Supreme Being quarreled with the goddess who was guardian of the sacred flame on the bridge, and as punishment the angry Spirit cast the bridge into the river (which created the present cascades), killing the disputants who later returned to earth to form Mt. Hood, Mt. Adams, and Mt. St. Helens.

Five miles west of Cascade Locks is Bonneville Dam. From there west is the most pleasant part of the drive — ferns, moss, trickling streams, luxuriant trees — beautiful but aggravated by the winding road and sharp turns, all of which add

COLUMBIA RIVER GORGE — *from west of Crown Point*

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

flavor to the scene and joy to everybody but the driver. Waterfalls plunge over the high banks to the left, bathing jungle-like vegetation in a continual spray. The first sizeable falls is Horsetail, about 6½ miles beyond Bonneville, and less than 3 miles farther along is beautiful 680 foot Multnomah Falls, one of the most charming of all those you will see in the West. Stop here and hike the trail back into this delightful woodland, cooled with mist-filled breezes. A foot bridge spans the creek between the upper and lower falls. The large parking area and refreshment facility add encouragement for a pause.

You will hardly more than get shifted into high gear before another falls invites another stop — Wahkeena (Indian *most beautiful*), and well named it is.

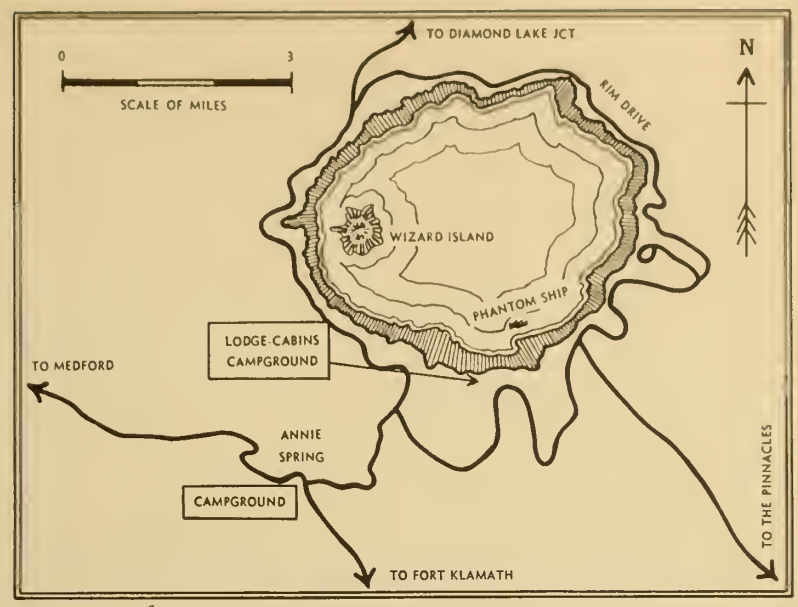
From here west there is a falls around every other turn in the road — Mist, Coopey, Bridal Veil and Latourelle Falls — some of them being at their best only during the spring run-off. If you see the little parking spot in time, stop at Shepperd's Dell, where the road rounds a domed shaped rock called the Bishop's Cap. And then on to the famous vista house on Crown Point, about 4 miles beyond, where one gets the sweeping panorama of the Columbia both to the east and the west — a magnificent spot from which to watch the sun sink into the river mists far toward the Pacific.

The picture of the Columbia Gorge was taken from a point about a mile west of Crown Point, near a little monument to the right of the road. You can't miss it.

The drive from here into Portland gets away from the river and is uneventful except for the pleasant hills and timber, unless the tulip fields are the riot of color they can be during the last of April and the first part of May.

The 100 mile stretch just described is known to most as the Columbia River Drive, although much of the highway between Portland and Astoria runs a close second in scenic grandeur, even though of a somewhat different character.

Photographic suggestions.— There are numerous fine shots of the River, but the weather is often not in a mood to help the photographer. Data is given with the illustration for shooting from that spot. Rowena Crest is another good vantage point although you are farther from the river, as I recall it. Most of the waterfalls are buried in foliage or are back in a niche in the cliff, plus the fact that they all face generally north. This "sky-lighting" will not thwart the black and white photographer but will give the color shooter a feeling of at least mild frustration. Multnomah Falls is rather fully lighted in the late afternoon during the longest days of the year.



CRATER LAKE NATIONAL PARK

CRATER LAKE NATIONAL PARK

Set high in the shattered crest of ancient Mount Mazama (the mountain which blew its top), is one of the world's most beautiful lakes — unbelievably blue Crater Lake, 6 miles across and 2,000 feet deep, surrounded by the precipitous crater walls that rise abruptly 500 to as much as 2,000 feet above the water.

This lake has neither inlets nor outlets and is fed entirely by seepage and rainfall, which, fortunately, balance the rate of evaporation so nearly that the level of the lake stays almost constant, varying about three feet from dryest to wettest times during the year.

The illustration shows one of the phenomena — a crater within a crater — Wizard Island, a symmetrical cinder cone rising 775 feet above the level of the lake. Boat trips go to the Island, where a trail leads to the 95 foot deep crater, if you care to have a look. The only other "outcropping" in the lake is the little pile of rock pillars near the southeast shore, called Phantom Ship, better viewed from the boat trips on the lake.

Crater Lake's color is a combination of deep clear water, the sky reflection through the clean air at 7,000 feet, and the fact that such water surfaces reflect back so much of the blue portion of the spectrum, absorbing the warmer hues and those that would tend to "gray" the color. Crater is the deepest lake on the North American continent and the fourth deepest in the world.

There are a number of theories as to the formation of the crater in which the lake now rests, but most of them conflict only in details. The assumption is that Mount Mazama burned its crater out from inside through violent blasts, leaving only a shell of a crater which ultimately collapsed of its own weight. It has been estimated that the "destroyed" top was originally a mass equal to 17 cubic miles, if you want to do a little figuring as to what the original cone looked like.

Of all National Parks, Crater is the one where more people drive up, park, take a look and get back into the car and are off down the mountainside. Such "hit and run" behavior is a serious mistake at Crater. You will not grasp the full beauty of the place unless you see it around the clock, as the effects change with every change of light angle, and the sunrise and sunset effects are something you will never believe until you see them. As the sun approaches the horizon and evening shadows give this mountain a feeling of unreality, the blues of the water change toward the purple-blues and then on into the purples creating a chromatic change that is as dramatic as it is beautiful.

As all the planned trips approach the lake

from the north, make stops at all viewpoints along the west rim as you near the Rim Village. Some time during your stay you should make the Rim Drive and if you really want to learn all there is to know about the area, join one of the Ranger escorted auto caravans, for this trip. Or you can make it unescorted, in better time, of course, and there is plenty to see.

There are several short hikes from this Rim Drive — a half-mile trail to the top of the Watchman (along the west side of the lake), or to Cloudcap, from the Drive far around on the east side, and from the same parking spot, another trail (2½ miles) leads to the summit of Mt. Scott, about 9,000 feet and the highest point in the Park. An easy, 1.7 mile trail, east from the lodge, climbs to the summit of Garfield Peak for one of the finest views of the lake to be had from any angle.

One other phenomena worth a visit is The Pinnacles, by side road from the Rim Drive near the southeast "corner" of the lake. Pumice "needles" rise from the canyon walls to a height of 200 feet — a weird formation caused by erosion — that are unlike any eroded spires I have ever seen.

Season. Although Crater Lake is open all year (in the winter for snow sports) the road from the north (from Diamond Lake junction) is blocked with snow until May 15th or June 1st all depending upon the amount of snowfall and the rate of spring runoff. The road from Annie Spring up to the crater is blocked during the heaviest snows, but the road through, from Fort Klamath to Medford, is kept open at all times. You can appreciate why roads cannot be kept free during the middle of winter when you learn that the average snowfall at Crater Lake is 53 feet, with a record of 73 feet during the winter of 1932-33.

Accommodations. At the Lake the principal accommodations are the Lodge, European or American plan. Cabins are available at the Rim and at Annie Spring (down the slope a few miles), as well as along the road between Annie Spring and Fort Klamath. A cafeteria, campground and small store complete the facilities at the Rim.

Photographic suggestions. See data with the illustration, given for most all shooting from the south rim. These suggestions are for a clear day and for shots made generally toward the north, preferably before 10:30 a.m. and after 2 p.m. For color, I usually start in east of the Lodge early in the morning, working west with the sun. The illustration shown was taken rather late in the summer and would have been enhanced by some snow along the crater walls, some of which usually hangs on into July.

MOUNT HOOD

Perpetually snow-capped, 11,245 foot high Mt. Hood is one of the mountains in the West you will long remember, especially if the bear grass and rhododendrons are in bloom.

Mt. Hood is so dramatically spectacular because of its symmetry, its isolation, and the beauty of the country from which it rises. This recently extinct volcano sits astride the Cascade Range, and is one of the chain of volcanic mountains that extends from Lassen Peak in California to Mt. Baker and Mt. Shuksan near the Washington-Canadian border.

Besides the excellent views from the roads in every direction for 50 miles, Timberline Lodge on the south and Cloud Cap Inn on the east afford a closer, more intimate feel of both the mountain and the surrounding country. From Timberline (on a clear day) one can look south the length of the Cascades to what one suspects is across the entire State.

If you are determined to climb a high western mountain, Mt. Hood is one you can negotiate, if you go with an escorted party led by a competent guide. It is inadvisable to strike off alone, even on the comparatively easy south-slope trail that starts from Timberline Lodge. The hike is slightly less than 8 miles roundtrip and requires 8 to 10 hours. The start is up the long gradual slope that belies what is ahead. At one point the trail rises 1,500 feet in a half-mile, and nearer the top you will wonder if you should be going on all fours. But with all that, the climb is an easy one as mountain climbing goes.

Should you be interested in the rhododendrons (and you will be after you see them) plan to visit Mt. Hood between June 1st and the 15th. They bloom along the road near and west of Government Camp (at about 6,000 feet) about a month later than on the lowlands. The best displays I have found are near the top of the grade, on Route 50 out of Portland, some four to five miles west of the side road into Timberline Lodge.

CRATER LAKE — *and Wizard Island*

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

MOUNT HOOD — *Rhododendrons near highway west of Government Camp*

Best time of day — after 10 a.m. and before 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

Read the Daily Schedule for the Mt. Hood-Columbia River Loop Drive.

Photographic suggestions. See the illustration for clue. This shot was made along Route 50, at the rhododendron spot just mentioned. Another good view is up the White River, from Route 35, on the road to Hood River; another is from Cloud Cap side, but should be shot before noon; and from Lost Lake, far to the north, west from Route 35, turning off at Parkdale, as I recall. This road to Lost Lake is gravel and dusty and hardly worth the effort, unless you are out to see Mt. Hood from all angles.

OREGON CASCADES

Such a designation covers a lot of territory, across the State north and south from the Columbia River to the California border. But as one trip usually allows only time enough to hit the high spots (and you want them to be good), this description is confined to one of the most popular recreation areas in Oregon, that which centers around the town of Bend. The back-in-the-mountains area is reached by The Century Drive, a loop (secondary dirt and gravel) road going in counterclockwise direction, starts west from town through cut over and timbered land, to Dutch-

man's Flat, past charming little Todd Lake (about 26 miles), Sparks Lake, Devils Lake and around to the resort area on the west shore of Elk Lake (36 miles), across which 10,354 foot South Sister Mountain looms to the north.

Fishing in the Oregon Cascades
Deschutes River

From this road, between Dutchman's Flat and Elk Lake, one road to the right goes into the crater of Broken Top Mountain, a jagged portion of ancient Mt. Multnomah which geologists say originally towered more than a mile above the present remnants of this once majestic peak. Farther along on the Elk Lake road another side road to the right leads to Wickiup Plain, a plateau on the southwest side of South Sister, over which you can walk to the lava fields that fringe the lower slopes of the mountain.

The Drive continues on south from Elk Lake, past Mt. Bachelor (or Bachelor Butte), the peak showing in the distance, up the Deschutes River in the little fishing scene herewith, and on through the timber and over a terrifically dusty road, I am sorry to say, to this road's junction with main highway US 97 about 27 miles south of Bend. Total miles for the circuit, 95. This road is blocked by snow on the northern stretches around Dutchman's Flat until around June 15th, but is usually open over the southern route in from US 97 to Elk Lake only, two to four weeks earlier.

Other drives get into other areas, different but equally enjoyable. One is the McKenzie Pass road, Bend to Sisters to the Pass and over on the west side to beautiful little Scott Lake (west from the highway about a mile) across which the Three Sisters peaks pierce the sky (North, Middle and South Sister, all over 10,000 feet). Stop at the Pass for the weird panorama — a sea of lava as far as the eye can carry to the north and south. Incidentally, McKenzie Pass is usually blocked by snow until about June 1st.

Another interesting trip is Bend to Sisters and right from Sisters on the North Santiam road, for a closer view of Three Fingered Jack and Mt. Jefferson. By continuing on this latter road to the little town of Detroit and then in to Breitenbush Springs, you can get into Jefferson Park, on the slopes of Mt. Jefferson, afoot or horseback, for some of the finest scenery in the Cascades. All this region has been set aside for the sportsman and the lover of the great outdoors — a primitive area that is to be maintained as such.

Photographic suggestions. I cannot give you data on all these various scenic Cascade subjects, as there are hundreds of pictures all through this territory and I cannot anticipate where you will be nor under what light conditions, so you are on your own.

OREGON CAVES NATIONAL MONUMENT

If you plan to visit the Caves, and you are following the planned route from Crater Lake to Crescent City, I suggest you stay the night before at Medford or Grant's Pass, as one day is not sufficient time to drive from Crater to Crescent City, drive into the Caves, wait for the next escorted tour, and then spend two hours in Caves. Or if your schedule works out better to get to the Caves in the evening, the Caves Chateau provides very good accommodations.

"The Marble Halls of Oregon" Joaquin Miller called these chambers, corridors and tunnels in the marble side of Elijah Mountain. Sculptured marble hangs from frescoed ceilings, stalactities and stalagmites hang and sit like decorative pieces of bric-a-brac, many of them joined to form exquisitely beautiful columns.

The caves are lighted, both for illumination and for effect, colored lights being used effectively to enhance the beauty of some of the formations, and, I suspect, to add a touch of color to what would otherwise be a rather colorless interior.

As is customary in such places, and more to add glamor and romance than to correctly express a true resemblance, such names as Niagara Falls, Queen's Organ (the crystal tubes do give off musical tones), Paradise Lost, the Ghost and Dante's

IN OREGON CAVES NATIONAL MONUMENT

(No exposure data is given as pictures can be made only by flash)

Inferno have been given formations that seem to have some connection if you have an active imagination.

Season. Open May 15th to October 15th, but special guide service is available during winter months. Chateau is open all year. The Caves are cool and damp, so dress accordingly, and wear comfortable shoes.

OREGON COAST

For more than 300 of the 400 miles of Oregon's Coast, Route 101 rides within sight of the Blue Pacific. The planned trips cover only the 85 miles from Wecoma to Florence — the best continuous stretch of good scenery along the coast, to my way of thinking. To really see all of the best, one should add the side trip to Seaside and Cannon Beach, 30 miles south of Astoria.

The illustration shown is rather typical of the coastline along the stretches I have suggested you visit, although this particular spot is some 25 miles north of Wecoma.

The Daily Schedules allot sufficient time for seeing, leisurely, such popular spots as Boiler Bay, Cape Foulweather, Otter Rock, Devil's Punch Bowl, Seal Rock, and the Devil's Elbow. All of these are directly on the road except Otter Rock, and it is less than a mile to the west on a well marked side road.

Seaside and Cannon Beach are Oregon's popular beach areas, if you want to play in the sand or surf. Cannon Beach boasts one of the longest, widest and flattest strips of sand along the Pacific, where hiking, bicycling and horseback riding on the sands are popular sports, especially when it is too cool for swimming, which is much of the time.

The Oregon coast is rugged. The Coast Range breaks off into the sea, exposing yellow and umber sandstone cliffs, changing to black rock and equally black sand along the southern stretches, as you near the California border.

For those who may plan to drive the full 400 miles of coastline road, may I warn you that much of it is slow going, winding in and out as it follows the irregular shoreline, through timber and cut over areas, and most of the way the road is too narrow and crooked for fast driving. The 400 miles will require the better part of two days. But there is so much to see you won't mind the enforced leisurely speed. Stay on your side of the road on curves, and don't argue right-of-way with the logging trucks — they have a stubborn habit of using a little more than their share of the road.

SNAKE RIVER CANYON

Because I had heard so much about the Snake River Canyon being almost 1,000 feet deeper than Grand Canyon I was determined to see this, the mightiest gorge on this continent. It was both a surprise and a disappointment, but it is one of those sights adventurous souls must see at least once, to be satisfied.

OREGON COAST — *looking north from Cape Kiwanda*

Best time of day — after 1 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

The surprise was the character of the country, the disappointment was in the fact that the Canyon walls were merely long sloping hills, long sweeps from the 7,000 foot ridge on which you stand, down to the river, the whole scene made less dramatic by the narrow little fields and ranches dotting the bottomland at the foot of the slopes. Somehow one expects a mighty canyon to have precipitous walls, a few jumping off places, and other awe-inspiring, cataclysmic topography. Perhaps there are such spots along this 45 mile long gorge, but I have only visited that area called Hat Point.

From the lookout tower on Hat Point across the river to the east are the impressive Seven Devil's mountains, in Idaho. To the west and south the ridges and canyons bordering the Imnaha River basin, and off to the distant west the snow-capped Wallowas break the horizon.

The route to Hat Point is from Joseph to the little settlement of Imnaha, tucked away in the hills along Little Sheep Creek, so thoroughly isolated that not even a guided missile will likely ever disturb its sleepy existence, then up the one way forest road to Grizzly Ridge, and over a more or less flat plateau to Hat Point, 23 miles from Imnaha, 54 miles from Joseph. As the road from Imnaha to Grizzly Ridge has steeper grades than any you have probably driven you will be lucky if you do not boil over four or five times

WALLOWA MOUNTAINS — *across Wallowa Lake*

Best time of day — before 9 a.m. or after 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

in the ascent, so carry plenty of water. Or better yet, see if you can hire a native to drive you, or go on one of the scheduled tours from Wallowa Lodge (at Wallowa Lake) and forget driving your own car. The trip is so delightful that you should not miss it just because of the driving hazard, which is no hazard to one accustomed to it. I'll confess that I enjoyed my trip so thoroughly because some one else was at the wheel.

WALLOWA MOUNTAINS

"The Switzerland of America" the natives call this grand primitive area of 10,000 foot mountains and dozens of snow and ice-water lakes. As you ride US 30 through the flat country around Baker, you hardly suspect that the dimly outlined purple hills off to the north are the Wallowa Mountains — the land of the Valley-of-Winding-Waters, the hereditary home of the Nez Perce Indians.

In this 223,000 acre mountain wonderland, Wallowa Lake is the hub from which trails fan out south into the mountains like the spokes of a wheel, to sixty smaller trout filled mountain lakes nestling in basins on the slopes of lofty peaks perpetually capped with snow.

In these mountains are many notable peaks — Eagle Cap (9,695 ft.) dominates the most impressive area in the mountains; Sacajawea

(10,033 ft.), named in honor of that intrepid Shoshone Indian squaw who acted as guide and interpreter for the Lewis and Clark Expedition, and whose name you will encounter all over the West; the Matterhorn (10,004 ft.), the southwest face of which is a sheer cliff of white marble, named for the famous peak in Switzerland which it so closely resembles. On the sides of Eagle Cap are two residual glaciers, one of which is streaked with subtle rainbow hues.

Accommodations at Wallowa Lake are good, and nearby dude ranches offer a touch of the Old West. Fishing and pack trips, with or without guides, are a part of the facilities, as well as are horses for one day rides back into the mountains to any one of a dozen charming little lakes.

The little rock monument atop the rock-walled mound at the north end of Wallowa Lake marks the grave of Chief Joseph (the First), of the Nez Perce Indians, whose son Chief Joseph II led the tribe in the ill-fated attempt at migration to Canada, in 1877, fought the Battle of the Big Hole (see Montana), but were finally defeated and captured in the Montana mountains north of Yellowstone.

The Wallowa area is reached over Route 82 from La Grande, through beautiful Grande Ronde and Wallowa valleys — an 80 mile trip.

OREGON'S TWO PRINCIPAL CITIES

Portland. This thriving city of more than 300,000 busy people sits astride the Willamette River near its confluence with the Columbia, spreading out across the rolling plain to the east and climbing the sizeable hills to the west, and spilling out into innumerable little communities in all directions except that blocked by the Columbia on the north.

The city has its quota of parks and the usual run of civic attractions, but three tours will expose the average tourist to aspects of the place that he will most enjoy. The first, to Washington Park, high in the hills west of the business section, from where Mt. Hood looms across the city spread out below you; the second, the Scenic Drive that threads its way from Washington Park across town to Mount Tabor Park on its eastern fringes; and third, a visit to Lambert Gardens, southeast of the downtown section about 30 blocks, one of the show places of Portland and one of the country's most famous gardens.

Portland is a city of neat homes and well-kept lawns and gardens, and during azalea and rhododendron time (early May) the city is a riot of color. Although it is known as the City of Roses, it is these showier flowers that really make the spectacular display.

Salem. The State Capital gives many the impression of being a transplanted Ohio or Indiana town — its flavor is strictly mid-west, in architecture, in tree lined streets, in the talk and habits of its people. And the surrounding country is more a piece of the mid-west than any part of the United States west of the Rockies in which I have peeked during these past several years.

The recently completed Capitol is the country's most modern looking, streamlined structure — a box-like, straight-line design capped by a cylindrical dome on which perches an heroic figure *The Pioneer,* a lustrous golden silhouette against the vivid blue of the sky. The park in which the Capitol sits and on which most government buildings face, and the adjoining Willson Park contain fine shade and ornamental trees, many of them from cuttings that were a gift from Dr. W. H. Willson, early Oregon missionary.

See Salem if you can arrange to do so.

WEATHER

The Cascades divide the State into two weather zones. The climate west of the mountains is temperate the year around, but do not expect to spend Christmas day in your bathing suit, as overly ambitious copy writers may have led you to believe. In the western part of the State, from September to May it is more likely to rain than not, even though much of the time it is only a little drizzle, if you like drizzles. Sunny days become more frequent and the rainfall less, as spring runs into summer. June and early July is the ideal period, I think, for winter rains have made everything so fresh and alive, and forest-fire smoke and summer haze will not likely bother until August or September. The coast and beaches are usually warm to moderately cool, during the summer months.

East of the Cascades the summers are dry and warm to hot, with a maximum of sunshine, cool nights, and only a shower now and then if any rain at all.

WILDFLOWERS

(State flower — "Oregon grape")

Three spectacular wildflower displays greet the traveler along Oregon highways, but, unfortunately, not at the same season.

In late April and early May road sides are banked 10 to 20 feet high with a solid wall of Scotchbroom — a golden glow that is intensely brilliant. A stretch of road between Astoria and Seaside is known as the Golden Highway, probably the finest roadside display of Scotchbroom in the State.

Following the Scotchbroom wild azalea, in white and pink, lines the roads and decorates the hillsides, many bushes growing to a height of

12 to 15 feet. The finest displays of pink we have found were between Grant's Pass and Crescent City; the best whites north of Grant's Pass.

Close on the heels of the azalea come the rhododendron — that exquisite, freshly-starched looking pink flower that is the prize of them all, to me. The best roadside show of rhododendron is along the coast, centering around Florence. As mentioned in the Mt. Hood section, the rhododendrons bloom about a month later on the slopes of the mountain than they do in the coastal areas.

Through most of May the dogwood puts on a better show than I have ever seen in any part of the country outside the Northwest. The trees and blossoms are much larger than those most of us have usually seen.

In the spring dwarf iris, in many colors, line the highways and spread across the meadows, both east and west of the Cascades. Douglas spirea and ocean spray make a grand display in season, and the wild currant adds accents of vivid color to bush-banked roadsides. And the glossy-leaved Oregon grape is found most everywhere in the western areas.

If you get to Hat Point soon after the snows melt you will be astounded at the size of the dog-tooth violets that grow in thick blankets on Grizzly Ridge. Another prize atop this plateau is an outsize variety of blue pentstemon.

Along the beaches and sandy cliffs verbenna, wild aster, laurel and sweet gale grow in abundance. In the valleys patches of buttercups make intense splashes of color; in the moist woods are the trilliums, adder's-tongue, the parasitical Indian pipe, and now and then the moccasin flower.

If you hit a drizzly spell in Oregon, remember it is good for the wildflowers, and all the other luxuriant growth in which we all delight.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN OREGON

APRIL

No fixed date	at The Dalles	Indian Salmon Feast

JUNE

Second week	at Portland	Rose Festival
No fixed date	at Florence	Rhododendron Show

JULY

First week	at Bend	Water Pageant, 4th of July Celebration
Second week	at Marshfield	Paul Bunyan Celebration
Third week	at Eugene	Oregon Trail Pageant
Fourth week	at Grants Pass	Gladiolus Show
No fixed date	at Portland	Outdoor Portland Symphony Concerts

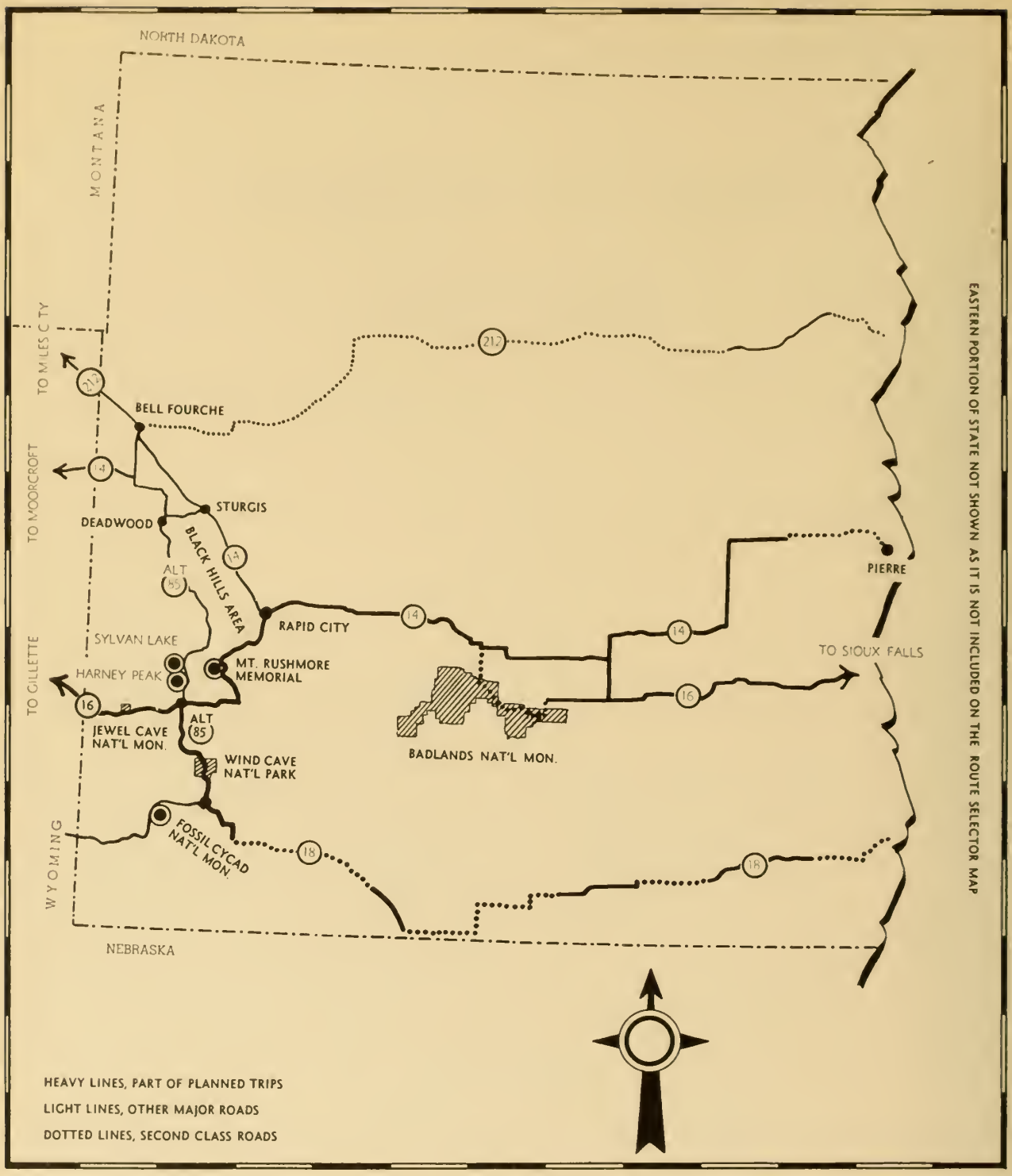
AUGUST

No fixed date	at Portland	Outdoor Portland Symphony Concerts

SEPTEMBER

First week	at Salem	Oregon State Fair
Third week	at Pendleton	Round-Up (Nationally famous)

SOUTH DAKOTA SECTION



SOUTH DAKOTA

Once famous only for its "Badlands", but today equally famous for its gold and its crops. In area it ranks fifteenth among the States; in population, thirty-seventh. From east to west it extends 380 miles, north to south, 225 miles. Area, 77,047 square miles. The State contains the highest peak east of the Rockies — Harney Peak, 7,242 feet, in the Black Hills. Mean annual temperature, 45 degrees; mean annual precipitation, 20″. State Capital, Pierre.

SOUTH DAKOTA

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	Rapid City	Mt. Rushmore	16	26 Miles
	Mt. Rushmore	Custer	16	34 "
	Custer	Wind Cave	85 Alt.	19 "
	Custer	Wyoming border	16	28 "

BLUE (Solid Line) and DOTTED BLUE ROUTES — same as the RED ROUTE

MISCELLANEOUS SIDE ROUTES

Mt. Rushmore to Keystone to Hill City to Sylvan Lake			26 "
Mt. Rushmore	Stratosphere Bowl	16	16 "
Custer	Deadwood	85 Alt.	59 "
Deadwood	Bell Fourche	85	27 "
Rapid City	Badlands National Monument	14-16	64 "

PRINCIPAL POINTS OF INTEREST IN SOUTH DAKOTA

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

BADLANDS
NATIONAL MONUMENT ★★
(East of Rapid City, U. S. 16)

150,000 acres of eroded, desolate lands that are fittingly named. Burial ground of many prehistoric monsters.

THE BLACK HILLS ★★★
(Southwest part of State)

An area of granite hills, timber, mountain streams and pleasant meadows. Harney Peak is the highest point east of the Rockies.

DEADWOOD-LEAD
(43 miles northwest of Rapid City)

Center of large gold mining operations. Deadwood was one of the roaring towns of the Old West, some of its most famous characters being Deadwood Dick and Calamity Jane.

FOSSIL CYCAD
NATIONAL MONUMENT
(About 32 miles southwest of Wind Cave National Park)

Not open to the general public. Of interest only to the paleobotanist and geologist.

JEWELL CAVE
NATIONAL MONUMENT ★
(On U. S. 16, 14 miles west of Custer)

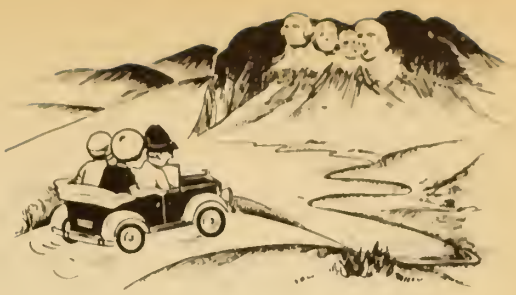
A small but very beautiful little cave lined with jewel-like dogtooth calcite crystals.

MT. RUSHMORE
NATIONAL MEMORIAL ★★★★
(26 miles southwest of Rapid City)

This "Shrine of Democracy" is one of the great sights of the West, and a thrilling experience to a half-million visitors each year. Its scale is twice that of the great Sphinx of Egypt.

WIND CAVE NATIONAL PARK ★
(20 miles south of Custer)

A small cave, as caves go, noted for its rare boxwork formations. The herds of wild buffalo attract many visitors as do the caverns.



SOUTH DAKOTA

PERHAPS a mild apology is due for what appears to be a slight to South Dakota, in that the Route Selector Map includes only the extreme western portion of the State. The only scenic part of the State omitted is the Badlands, but it seemed inadvisable to widen the entire map merely to include this one attraction.

I may be accused of prejudice or of at least being unkind, but in fairness to you, I must appraise the attractions of South Dakota honestly, as they compare with the more spectacular grandeur of the Rockies, The Tetons, Yellowstone, Yosemite, Mt. Rainier, Grand Canyon, Bryce and Zion and on through the seemingly endless roll of the best of the West.

Sights and experiences that are new and different are always interesting, and South Dakota offers many that are both, but stacked alongside the best of the West most of these things are only a modest side show. However, if all the State were one vast desolation (like the Badlands and I assure you it is not), Mt. Rushmore National Memorial is sufficient magnet to draw travelers from around the globe, a sight that would more than amply repay every effort they expended to get there.

To the outsider, South Dakota has best been known for its bad men and its badlands — Deadwood Dick being the best remembered character because of all the publicity the oldtime dime novels gave him. To many people, the whole State must be badlands, for badlands and South Dakota have long been synonymous.

The bad men died with their boots on and the generations that followed were miners and farmers and stock ranchers — as peaceable a lot as ever subdued treeless prairies or virgin forests. Eastern South Dakota is rich farmland, the products of which far exceed in value the fabulous mineral riches still being dug from the hills.

West of "the river" grassy plains support great herds of cattle and flocks of sheep. "The river" means the Missouri, of course, which divides the State into two areas as do "the tracks" in most towns. From the days of the first settlements people have referred to "east or west of the river" as though some stigma tainted everybody and everything "west."

The following described attractions are those in the scenic portion of the State, presented in alphabetical order for easy reference and not as an indication of their relative importance.

BADLANDS NATIONAL MONUMENT

About 60 miles east and a little south of Rapid City lies 150,000 acres of what the Indians called "makosica" (bad land) long before the French trappers and those that followed stumbled through these vast, waterless wastes that are the burial ground of prehistoric monsters.

Some 40 million years ago silt and mud washed down from the Black Hills depositing a 2,000 foot layer over this area, and as the climate changed from moist to semi-arid, vegetation disappeared and the populous animal life of the region literally starved to death. Within these eroded hills, knife-edged ridges and castellated spires have been found the bones of the three-toed horse, the saber-tooth tiger, the ancestors of the hog, the camel and the rhinoceros. One of the prize finds was skeletons of the Titanothere, a prehistoric creature that was a queer combination of many of the characteristics of both the elephant and the rhinoceros. A fine exhibit of some of these discoveries may be seen at the State School of Mines in Rapid City.

If you approach the Black Hills from the east, plan to go through the Badlands National Monument on your way west, but if possible, make the visit early or late in the day for midday summer temperatures are often very uncomfortable, and the brilliant glare from these chalk-dry surfaces is so dazzling as to actually interfere with "visibility," to say nothing of the strain on the eyes.

THE BLACK HILLS

Before my first visit to this delightful country which extends for some 75 miles north and south and 30 miles east and west in the southwest corner of the State, I expected to find what the name implies — black hills, and some how, the name seemed to suggest that they were hot, bleak, treeless and altogether forbidding. They are far

from any such concept. These rounded, granite hills are liberally timbered, flanked and separated by lush meadows through which crystal-clear mountain streams thread their way, giving the scene a pleasant pastoral flavor that is as pleasant as it is surprising. As mountains go they are not sizeable. Even though Harney Peak (7,242 ft.), is the highest point east of the Rockies it is still only a hill in comparison with the soaring mountains in Colorado, Wyoming, Montana and the Sierras and the Cascades.

Sylvan Lake and the Needles are two of the better attractions in Custer State Park (aside from Mt. Rushmore, of course) and should be visited. This, the largest State Park in the country, is criss-crossed with good roads that invite leisurely drives through the relaxing countryside.

To me, the atmosphere of the area is tinged with a slightly cheap commercial taint — every few miles some "concessionaire" invites you to visit his cave, touted as a second world's wonder, or there is a snake emporium, or other "side-show" attraction, spotted at such frequent intervals as to become monotonous. These obviously inconsequential "attractions" are hardly in keeping with the profound dignity and the epic importance of Mt. Rushmore.

DEADWOOD — LEAD

While these cannot be appropriately classed as scenic attractions, tourists by the thousands visit historic Deadwood, made famous by such Arabian Nights characters as "Wild Bill" Hickok (who is buried there), Deadwood Dick, "Poker Alice" and Calamity Jane. Teddy Roosevelt was a rancher not too far from here in the late 1800's, and from here he recruited many of the men who followed him up San Juan Hill.

Lead is the home of one of the world's great gold mines — the Homestake — from which a steady stream of the precious metal has flowed since 1876. Visitors always find interesting the extensive operations and the scientific methods by which profitable amounts of free gold are extracted from millions of tons of low grade ore.

FOSSIL CYCAD NATIONAL MONUMENT

This Monument is listed to keep the record complete on national monuments in the West, and for the interest of paleobotanists and geologists, as the area is not open to the general public and can be entered only by special permission from Monument authorities.

Fossil Cycad National Monument was created to preserve large and rich deposits of the fossil remains of fern-like plants that grew in the Mesozoic period, quite a few million years ago. Specimens of these fossils are on exhibit in the headquarters building at Wind Cave.

JEWEL CAVE NATIONAL MONUMENT

All travelers headed west from Mt. Rushmore on US 16 pass right by the entrance to this charming little cave, 14 miles west of the town of Custer. The trip through Jewell Cave requires only an hour, and tours start on the hour, from 8 a.m. to 4 p.m.

The walls of these underground passages and small chambers are covered with dogtooth calcite crystals which sparkle like jewels when properly illuminated. Jewel Cave interests those who are out to see all there is to see, but do not expect it to be a second Carlsbad Caverns.

MT. RUSHMORE NATIONAL MEMORIAL

I have seen my quota of sculpture and monuments and, frankly, I looked forward to my first view of the heroic stone heads on the side of the mountain with some misgivings — a suspicion that it would merely be another "monument." Perhaps I am emotionally sensitive to things of great historical significance, but I suspect your emotions will be as deeply stirred as were mine, when you first visit Mt. Rushmore.

Those four heads carved from solid granite in the proportion of a man 465 feet tall are more than a gigantic work of art — Mt. Rushmore is truly the "Shrine of Democracy," and one feels like offering a little prayer of thanks that this nation was so fortunate as to have had such men influencing its destiny.

This stupendous undertaking was conceived and executed (except in the last stages) by the noted sculptor, Gutzon Borglum. As he expressed the project, he proposed "to carve an epic" and not merely a giant size monument that would be admired as the product of a great sculptor's genius.

MT. RUSHMORE NATIONAL MEMORIAL

Best time of day — any time before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

SYLVAN LAKE
— in the Black Hills

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

And how well he succeeded in doing all that he hoped to do!

The work of blasting, chiseling and carving these four heads from the granite face of the mountain started in 1927, the head of Washington was unveiled in 1930, that of Jefferson in 1936, Lincoln in 1937, and Theodore Roosevelt in 1939. The work was near completion when Borglum died in 1941, the finishing touches to the work being done by and under the supervision of his son, Lincoln Borglum.

Each portrait is about 60 feet from chin to forehead, twice the height of the human head of the great Sphinx of Egypt. You will get a better idea of the problems involved in this project by visiting the exhibit building, to see the models, photographs and some of the equipment used on the project.

The most direct approach to Mt. Rushmore is over US 16, southwest from Rapid City or northeast from Custer. No overnight accommodations are available and but meagre ones for lunch.

Photographic suggestions. Data is given with the illustration for shooting before 11 a.m. This is not the only angle or viewpoint from which you can get effective shots. On the approach to the Memorial there are two or three excellent vantage points, and one looking through the tunnel. Another is back up the road from the lower parking area where the side road goes around to the upper parking level. You will find vantage points a plenty but try to get there as early in the day as possible, while the light is best on all faces.

WIND CAVE NATIONAL PARK

If you have never visited any sizeable "underworld" Wind Cave will be quite a thrill, but if you have seen some of the more famous caverns I am afraid you may be slightly disappointed. As a national park it certainly ranks at the bottom of the list of those in the West. This is being bruskly frank, but it is no attempt to discourage your interest in seeing all the West has to offer. Wind Cave gets its name from the whistle of air that is either swishing in or out of the entrance — in when the outside barometric pressure is high, out when it is low.

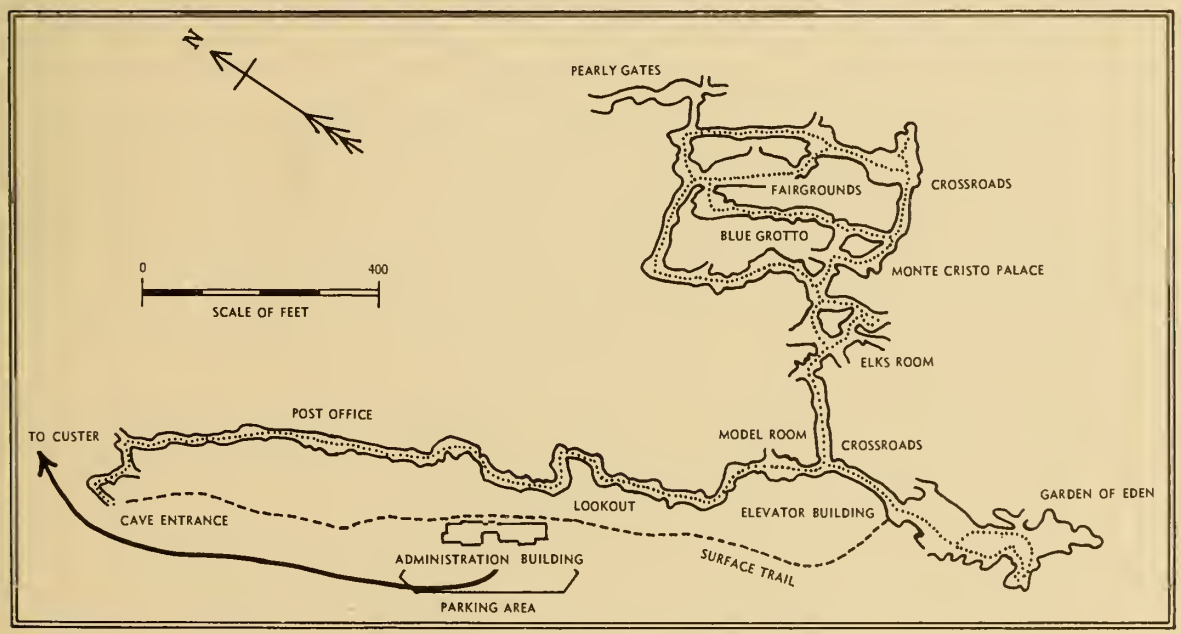
As the map shows, Wind Cave is a series of connected passages which break out into rooms along the mile long trail. These limestone caverns are noted for their unique boxwork formations, rarely found in other parts of the world. Other crystalline formations, in subtle hues, line the

BUFFALO HERD *— herds like this one roam the fenced-in Wind Cave Nat'l Park area*

walls of the passageways. Although visitors explore only the limited area reached by the trail, these subterranean passages are known to be as much as 10 miles long and at points are 240 feet below the surface.

To many, the large herds of buffalo that range over the fenced Park area are of as much interest as the caverns. A fine exhibit of specimens from the formations of the Cave is on view in the Park headquarters building, and in season, wildflowers common to the Black Hills are on display. Do not interpret this as an invitation to pick the wildflowers in the Park area — it is strictly forbidden, as it is in all national parks.

Wind Cave is reached over U. S. 85A, south from Custer about 20 miles.



WIND CAVE NATIONAL PARK

WEATHER

South Dakota is in the belt where weather is made. If you have followed weather reports you will recall that it can get terrifically hot in summer and just as uncomfortably cold in winter. The Black Hills are sufficiently high and moist to temper summer heat, and the nights are usually cool. But be prepared for some extreme temperatures around the Badlands, if you travel that way during the summer months.

WILDFLOWERS

(State flower — "Pasque Flower")

I have never seen much of a display of wildflowers in the Black Hills (except an occasional group of red lilies) although I understand there are several varieties that are much in evidence in season. On the prairies and plains one sees the usual run of sunflowers, daisies, some prickly pear cactus, and strange as it may seem, the evening primrose, or gumbo lily, does quite well in the clay hills around the Badlands.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN THE BLACK HILLS

JULY

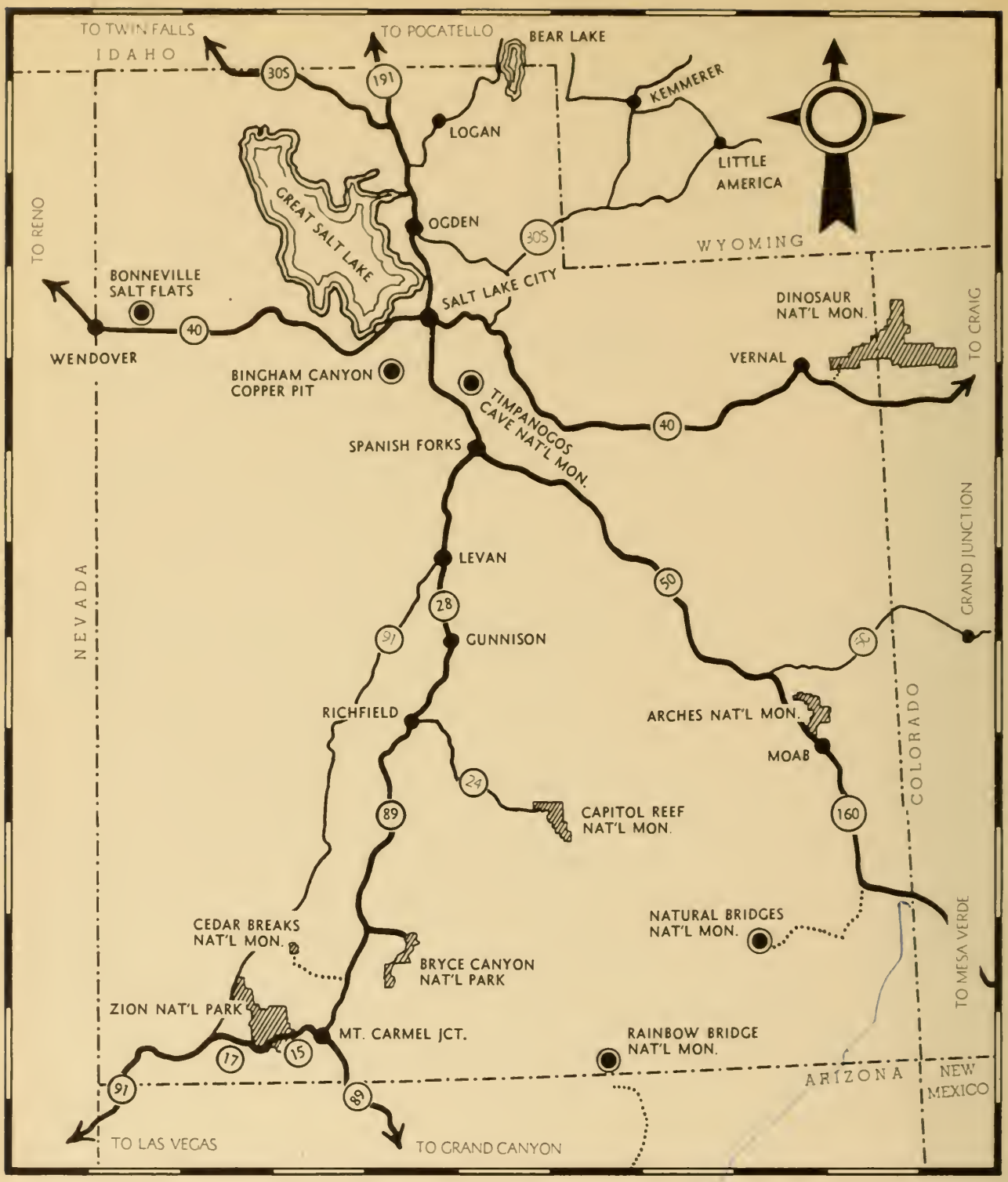
3-4-5	at Belle Fourche	Black Hills Round Up
No fixed date	at Hot Springs	Horse Racing
26-27	at Custer	Gold Discovery Days Celebration

AUGUST

1-2-3-4	at Deadwood	Days of '76 Celebration

(The above is by no means all the celebrations of one kind and another, for which the West is noted, but these are the principal ones in the Black Hills area that will likely interest the average tourist)

UTAH SECTION



UTAH

The "Salt Lake State", universally famous for the most mysterious body of water on the North American Continent, and for the Mormon pioneers who transformed parched desert lands into bountiful productivity. Utah ranks tenth in area; fortieth in population. Area, 84,916 square miles. Highest point in the State, King's Peak, 13,498 feet, in the northeast portion of the State. Mean annual temperature, 48 degrees; mean annual precipitation, 13″. State Capital, Salt Lake City.

UTAH

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	Arizona border	Mt. Carmel Junction	89	20 Miles
	Mt. Carmel Junction	Zion National Park	15	24 "
	Mt. Carmel Junction	Bryce Canyon	89-12	63 "
	Bryce Canyon	Gunnison	89	121 "
	Gunnison	Levan	28	31 "
	Levan	Salt Lake City	91	88 "
	Salt Lake City	Spanish Forks	91	54 "
	Spanish Forks	Brendel	6-50	155 "
	Brendel	Monticello	160	89 "
	Monticello	Colorado border	160	20 "
BLUE ROUTE	Arizona border	Zion National Park	91-15	70 "
	Zion	Bryce Canyon	15-89	87 "
	Bryce	Arizona border	89	83 "

PURPLE ROUTE — same as the BLUE ROUTE

GREEN ROUTE	Colorado border	Salt Lake City	40	213 "
	Salt Lake City	Wendover	40	126 "
DOTTED GREEN	Salt Lake City	Tremonton	191-91	78 "
	Tremonton	Idaho border	30S	69 "

DOTTED BLUE ROUTE — same as the DOTTED GREEN. in reverse order.

DOTTED PURPLE ROUTE	Colorado border	Salt Lake City	40	213 "
	Salt Lake City	Levan	91	88 "
	Levan	Gunnison	28	31 "
	Gunnison	Bryce Canyon	89	121 "
	Bryce	Zion National Park	89-15	87 "
	Zion	Arizona border	15-89	..44 "

PRINCIPAL POINTS OF INTEREST IN UTAH

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

ARCHES NATIONAL MONUMENT ★
(Southeastern Utah)

Wonderland of arches, windows and spires in red sandstone.

BINGHAM CANYON COPPER PIT ★
(Just west of Salt Lake City)

Largest open copper pit in the world — a fascinating activity.

BONNEVILLE SALT FLATS
(West of Salt Lake City, near Utah border)

Vast plain of crystallized salt.

BRYCE CANYON NATIONAL PARK ★★★★
(Southwestern Utah)

A fairyland of eroded, extremely colorful formations, in 1,000 foot deep canyon.

CAPITOL REEF NATIONAL MONUMENT
(South-central Utah)

Unusual red sandstone formations, fossils and petrified wood.

CEDAR BREAKS NATIONAL MONUMENT ★
(Between Bryce and Zion National Parks)

An amphitheatre of colorful, eroded formations, 2,000 foot deep canyon.

DINOSAUR NATIONAL MONUMENT
(On Utah-Colorado border, U. S. 40)

An undeveloped area of fossilized remains of reptile bones.

GREAT SALT LAKE ★★
(Just west of Salt Lake City)

Largest lake west of the Mississippi. Noted for its high salt content.

NATURAL BRIDGES NATIONAL MONUMENT
(Southeastern Utah)

Three large natural bridges, of red sandstone.

RAINBOW BRIDGE NATIONAL MONUMENT
(Southeastern Utah, near Arizona border)

Largest natural bridge in America. One of the West's spectacular sights.

SALT LAKE CITY ★★

TIMPANOGOS CAVE NATIONAL MONUMENT ★
(Near Salt Lake City)

Contains many unusual formations, best noted for its helictites.

ZION NATIONAL PARK ★★★★
(Southwestern corner of Utah)

Giant, colorful rock temples rising vertically 2,000 to 3,500 feet.

UTAH

UTAH (Indian *Ute,* meaning "high up") has within its borders some of the most desolate as well as some of the most productive land in America, and certainly some of the grandest and most impressive scenery on this or any other continent.

Before Brigham Young viewed the Great Salt Lake valley from the ridges of the Wasatch Mountains and exclaimed with a confident vision few pioneers ever possessed, "This is the Place," the white man had considered at least that part of what is now Utah as only a wasteland hazard in his migrations to and from places more generously blessed with water, vegetation and game that would help keep man and beast alive.

But the Mormons were made of sterner stuff. Within 24 hours after the arrival of the vanguard of the wagon trains, plows were turning the dry sagebrush plain, waters from gushing streams that poured from mountain gorges were being diverted to moisten the parched soil. When the balance of the party arrived a few days later buildings were already under construction and irrigation canals were being dug. These early settlers were the first developers of irrigation systems that have made many western deserts "blossom like the rose."

Today less than one-tenth of the State is under cultivation, but much of it is some of America's richest soil. It seems that the descendants of those early pioneers have managed some how to put every tillable acre to productive use, but much of Utah is untamed and untamable. As you travel Utah's highways you will be surprised

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SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

ARCHES NATIONAL MONUMENT
— one of the several "Windows" in the area

Best time of day — before noon

BINGHAM CANYON COPPER PIT

Best time of day — before 2 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

at the frequency of settlements in the more productive little valleys. There are stretches where communities are so close together as to give the impression of "suburbs," but they are miles and miles from any center to which they could be suburban.

There is so much to say about the National Parks, National Monuments, and about the other major attractions that it is advisable to cut short any general discussion of the State's more general characteristics.

The following pages describe the principal points of interest, in alphabetical order for ready reference. The order of listing has nothing to do with their relative importance.

ARCHES NATIONAL MONUMENT

Because this Monument is so accessible (as such areas go in the vast expanses of southern Utah and Northern Arizona), and because it contains such impressive scenic grandeur I wish it had been possible to have included it on all the planned trips. Scattered about the 33,000 acres are arches, windows, and bridges eroded by water and wind-blown sand, in the 300-foot thick layer of this area known as Entrada Sandstone. The color of these sculptured rocks is not the least of their attraction.

The area is adjacent to the canyon of the Colorado River, near the picturesque old frontier town of Moab at the extreme eastern end of the Grand Canyon. I have not been down the river from here but they tell me that the Colorado is boxed in practically every mile of the way from here to what we commonly know as the Grand Canyon.

The formations in the Monument are in groups, each of a slightly different character and each named as its character indicates. The group reached by car is known as the "Windows," the area in which the accompanying illustration was made. The main arch or window in the formation shown is about 170 feet from "sill" to top — high enough to span a 15 story building.

Another group, in several canyons cut in the sandstone, is known as the "Courthouse Towers." The most spectacular formations are found in the "Devil's Garden" in which stands the Landscape Arch, with a span of 291 feet. Within this area (reached over a desert road for 12 miles and then a 3 mile hike) are steeples, towers, minarets, spires and arches. Near by are the Klondike Bluffs, the dominating formation being the Tower

Arch. Unfortunately for the average traveler, the most fantastic formation is the most remote — "Delicate Arch" — in the extreme northeastern corner of the Monument. This arch appears to have been mounted on a stone slab, and while it was still pliable, curved over in a perfect arch, with the small end of the tapered "finger" gently resting on the rock slab.

Even though these remote areas require a little time and a horse or two, plus a good guide, they are well-worth the effort. If you haven't the time for such expeditions, the trip by car to the windows area will be one you will not soon duplicate for impressive beauty.

The road into the windows turns off US 160 about 12 miles north of the town of Moab. The side road goes in for about 9 miles.

BINGHAM CANYON COPPER PIT

If you have a little time for sightseeing around Salt Lake City include a trip to this, the largest open copper pit in the world. A loop drive can combine Bingham Canyon and Great Salt Lake. Inquire as to the most direct route to Bingham Canyon. You will have no trouble getting from there to the Lake and then back into town.

In the 1,500 foot deep, more than mile-wide pit electric shovels scoop 7 ton bites out of the terraced banks, loading empty dump cars in a matter of minutes. If you will look carefully at the row on row of railroad tracks in the accompanying illustration you will see a number of these trains scattered about the terraces, giving some idea of the mammoth size of this great pit. This mine produces about one-twelfth of all the copper mined in the United States.

You are welcome to visit the operations at any time. Signs direct you along the proper roads to the lookout platforms from which one gets grand views of the busy activity spread all over the area. The little canyon town through which you reach the mine is almost as fascinating as the mine itself.

BONNEVILLE SALT FLATS

Although the flats are a strange and weird sight they hardly justify going out of one's way to see. They are different from anything you have ever seen — miles and miles of perfectly flat salt plains stretch away to the hills to the north from along U. S. 40 for some 20 miles as you approach Wendover from the east.

On Bonneville Salt Flats the world's speed demons race against time, over a straight-line course some miles to the north of the highway.

Most travelers like to stop along the flats, kick up a chunk of the white crystals and give them a lick of the tongue to prove whether or not they are salt — a little variation of the human weakness for touching wet paint to see if it is wet.

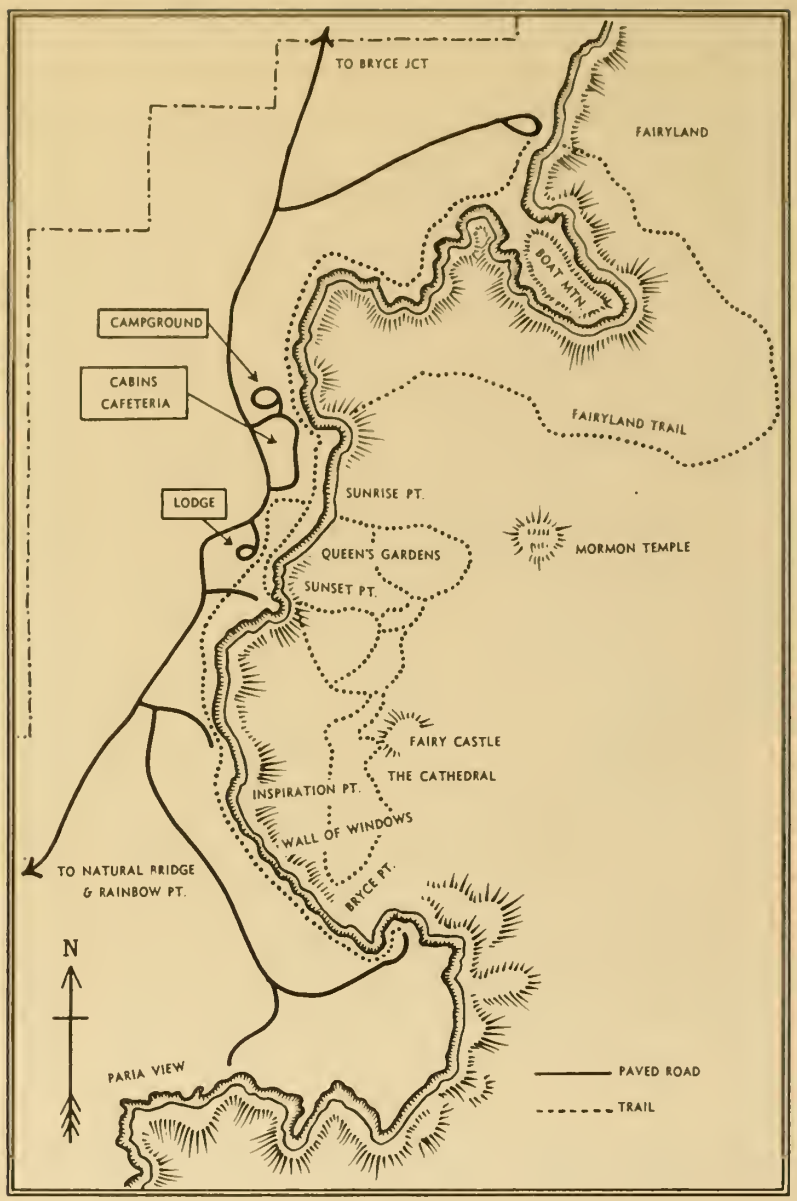
Do not drive onto these salt flats except at marked roads as the crust cracks through under

NATURAL BRIDGE — *Bryce Canyon Nat'l Park*

Best time of day — after 10 a.m. and before 2 p.m.

SUGGESTED EXPOSURES —

		Group A f/14
Group B f/20	Group C f/29	Group MA f/18
Group MB f/25	Group MC f/36	Group CA f/8
Group CMB f/10	Group CC f/29	Group CD f/12.7



BRYCE CANYON NATIONAL PARK

the weight of a car, although the dry areas are perfectly safe for walking.

BRYCE CANYON NATIONAL PARK

Geologically, Bryce Canyon is a part of the vast, colorful rock plateau that extends from Bryce south through Zion Canyon and southeastern Utah and across northern Arizona to include Grand Canyon and the comparatively small but beautiful Oak Creek Canyon and the Verde Cliffs. Geologically, Grand Canyon is the oldest, the history of Zion starts where that of the Grand Canyon ends and that of Bryce commences where Zion leaves off. Bryce is really not a canyon but an amphitheatre cut a thousand feet deep in the pink and white marly limestone of the area.

Layer upon layer of sandstones have been carved into fantastic shapes by wind, water, sand and frost, that are as spectacularly colorful as they are weird in form. From the floor and walls of Bryce Canyon rise spires and minarets, castles, cathedrals. natural bridges and myriad shapes that can be described in no other way except to say that they are characteristically Bryce.

But, I hope, the illustrations convey a sufficient impression of the forms so that these paragraphs can be devoted to suggestions as to how best to see Bryce. First, let me say that this beauty spot deserves more time than has been allotted it on any planned trip. To really appreciate the magnificence of this fairyland one should at least see it around the clock.

Whether you have little or ample time, I suggest you first drive east the short distance to Fairyland, the first side road after passing the entrance gate. Then back to the main road, driving into each side road and the viewpoints along the rim, to at least as far as Bryce Point. If time allows, continue on to the Natural Bridge shown in the illustration (12½ miles from the Park entrance) and on the remaining 5½ miles to Rainbow Point. From this latter "lookout" a vast amount of Southern Utah is spread before you. All of the 30 miles of the pink cliffs of Bryce, Black Birch Canyon, Agua Canyon, Willis Creek, and across the "land of the purple sage" to Navajo Mountain 80 miles to the east on the Colorado River, and to the Kaibab Plateau and the north rim of Grand Canyon, 90 miles to the south.

In the fall this drive to the Bridge and Rainbow Point is through Aspen ablaze with the intense yellows and oranges for which these trees are famous.

To really get the feel of Bryce, hike one or more of the trails into the canyon, for it will give

BRYCE CANYON — *typical formations as seen from the trails*

Best time of day — before 10 a.m. or after 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

you a better appreciation of the majesty of many of the formations that seem dwarfed when viewed from a distance. One of the most popular trails is from Sunset Point, down through "Wall Street" and past the "Temple of Osiris", the life-like statue of "Queen Victoria", and the formations known as "The Pope", and the Elephant followed by the Wise Man.

Color values in Bryce change with every hour of the day, the most delicate effects appearing just after sunup or just before sunset. By reflected light many of the formations glow as though translucent and illuminated by lights inside the spires.

As Bryce is one of my favorite spots it would be all too easy to paint a picture that would test your credulity. But I can promise you that you won't believe what your eyes will see until you visit this gorgeous spectacle. The Indians had a name for it — *"unka-timpe-wa-wince-pock-ich"* — which means. so they tell me, "red rocks standing like men in a bowl-shaped canyon".

It is a little difficult to appreciate that Bryce is cut in a high plateau, some points on the rim being around 9,000 feet above sea level, as high as some of the sharp peaks in Glacier National Park. The Escalante Ridge, that flat horizon off to the east, is about 10,000 feet above sea level.

Get to Bryce as soon as possible and stay as long as your schedule will permit. When you get home you will be glad you didn't give this fairyland of the West a look on the run.

Season. Roads are open most of the year — always from May 1st to October 30th, although you might strike a snow flurry in October.

Accommodations. The Lodge in the Park is open only from about May 30th to September 25th. The cabins and cafeteria are open from May 1st to October 30th, and an inn and cabins just outside the Park are open all year. There are satisfactory accommodations in the town of Panguitch, a few miles north of Bryce Junction, on U. S. 89.

Photographic suggestions — It would require several pages to outline all the various photographic problems in Bryce. One set of rules would apply specifically to black and white, another to color. But for black and white, shoot with rather strong cross-light in order to give maximum contour and surface modeling. The color shooter should use flatter light but still not with the sun directly behind him or the formations will merge and he will get nothing but a mass of color with little form. For color, the most spectacular shots are those made into the sun but of surfaces that are illuminated by reflected light. Under such conditions the formations take on an intense glow of deeper color saturation than the local color of the surfaces.

As to exposures, I can give you no better guide than the data with the illustrations. For back-lighted shots use a light meter if you have one or can "borrow" a reading from some one who has, as the volume of reflected light is usually less than it appears to be. Also, whether surfaces are dry or damp greatly affects exposure calculations, as well as the amount of color saturation color film will record.

CAPITOL REEF NATIONAL MONUMENT

This is one of those areas you can skip without any compunctions although if you are feeling adventurous and want to see what the natives call the "Wayne Wonderland", make the side trip east from the town of Richfield, about 85 miles over Route 24, into this land of rocks, scrub juniper and cacti, and the 20-mile long reef that rises as a sheer wall from the surrounding rocky "floor". White Navajo sandstone domes atop the reddish rock cliff supposedly resemble the National Capitol at Washington, although I had difficulty in recognizing it as such. At any rate, that is why the Monument bears its name.

A visit to Capitol Reef will be a different experience, I can assure you of that, from my rather brief acquaintance with the territory.

CEDAR BREAKS NATIONAL MONUMENT

Cedar Breaks is similar to Bryce Canyon, yet sufficiently different to justify the 29 or 30 mile trip west from US 89 at Long Valley Junction, over Route 14. Or you can come in from Cedar City, on the west, over this same Route 14, which runs through from US 89 to US 91.

The formations in Cedar Breaks are long, eroded ridges that fan up from the 2,000 foot deep canyon to the rim of the amphitheatre, like the spokes of a wheel. The coloring is something like that of Bryce but more vivid, but color alone can be no substitute for the great variety of forms found in Bryce, and Cedar Breaks does not have the fantastic nor delicate sculptured shapes that make Bryce so fascinating.

If you are going to Cedar Breaks do so before you see Bryce, otherwise it may seem a sort of anti-climax.

The drive into the Monument is quite interesting, and that around the Breaks is a veritable wildflower garden in season, and the plateau is liberally splashed with color after frost tinges the Aspen. Roads are open from early June until late October.

Photographic suggestions — Follow the suggestions given for Bryce.

DINOSAUR NATIONAL MONUMENT

Save this for a later trip, 5, 10 or perhaps 20 years from now, as the main attraction has not yet been exposed to the eye. This vast wasteland, 78 square miles of which lies in Utah and 247 square miles more of the same on the Colorado side of the border, is America's most important area of fossilized reptile bones, only a few of which have so far been uncovered.

A little museum seven miles in over the little side road from Jensen, Utah, displays a few specimens of the fossils known to be imbedded in such quantity in the quarry area near by, on which work will be undertaken in the not too distant future. The plan is to quarry away sufficient of the rock to expose the buried fossils in the cliff surfaces.

BRYCE CANYON — *Escalante Ridge in the distance*

Best time of day — 11 a.m. to 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

GREAT SALT LAKE

This 75 mile long, 50 mile wide lake (the largest west of the Mississippi) is more noted for its salt content than for either its beauty or its size. Its salt content is six to eight times that of the ocean, a boon to the individual who has difficulty floating in fresh water. Horace Greeley once wrote, "You can no more sink in it than in a clay bank", but what Horace forgot to say is that in your floundering around there is considerable likelihood that you will swallow a mouthful of brine, for this buoyancy of the water makes usual water maneuvers a little difficult, for once you are on your back it takes a bit of acrobatics to get on your feet again.

Great Salt Lake is the remnant of ancient Lake Bonneville, a body of fresh water that once filled this whole basin, the shore line and high water mark of which can be seen on the sides of the mountains to the east, here and there, for miles north of Salt Lake City. The Lake has no outlet, but is partly fed by waters from Utah Lake through the Jordan River. The water level varies during the year and from year to year. Thirty years ago the waters at the edge of the pavilion at Saltair amusement center was some four feet deep. Today the water has receeded until it has backed away several city blocks from the pavilion. Another resort and beach area is down the shore west from Saltair, and directly on the water.

If your route doesn't take you by Great Salt Lake, be sure to make the 17 mile side trip west from Salt Lake City — and get into the water to prove to yourself that you really can float like a cork.

NATURAL BRIDGES NATIONAL MONUMENT

The Natural Bridge country is a part of that expansive, scarcely explored, wonderland of southeastern Utah and northeastern Arizona, that includes the Natural Bridge, Rainbow Bridge and Monument Valley. It is as fantastic as it is wild.

This Monument lies about 135 miles south and west of the Arches and is reached via US 160 to the town of Monticello (about 60 miles south of Moab), then over graded gravel (Route 47) from Monticello to Blanding, then west 51 miles over desert road to the Bridges. This last 51 miles is safe in dry weather but a little treacherous in the spring and fall.

Within the Monument are three giant natural bridges, carved out of the red sandstone by water, wind and sand. *Owachomo Bridge,* the smallest of the three, has a 200 foot span that stretches across the canyon at a height of 108 feet. *Kachina Bridge,* the largest of the group, is more than 100 feet thick at its thinnest spot, has a span of 186 feet, and is more than 200 feet above the canyon floor. *Sipapu Bridge* is the most spectacular of the three, has a 261-foot span and clears the canyon floor by more than 220 feet. The Capitol Building at Washington could sit under this beautiful stone span and have about 50 feet to spare. It seems to be such a common comparison to talk about putting the Capitol under these great natural bridges of the West that somebody is going to be tempted to suggest the experiment one of these days — perhaps in the atom bomb future.

RAINBOW BRIDGE NATIONAL MONUMENT

This attraction was described in the Arizona section because it is most accessible by car from that side. However, if you want the adventure of a lifetime go to Mexican Hat, south of Blanding on Route 47 (the road that goes through Monument Valley to Tuba City and Cameron, Arizona — desert road, incidentally). At Mexican Hat Norman Nevills, the famous "white-water" boatman, will take you on a 200-mile, eight-day trip down the Colorado River to Lees Ferry (near Navajo Bridge), with a side trip to Rainbow Bridge. The last I knew the cost was about $350.00 for a party of four, for the eight days.

The way in from the Arizona side by car to Rainbow Lodge is from US 89 above Cameron to Tuba City, to Tonalea, then north to the Lodge. From there one makes a two-day pack trip (in and out) to this giant sandstone arch, 309 feet high with a span of 278 feet, and 40 feet thick at the top. The National Geographic Society characterize this stupendous work of water, wind and sand as "one of the most marvelous and awe-inspiring works of Nature to be found in North America." I believe you will agree.

Rainbow Lodge is open only during the summer months. I should add that other trips, such as to Navajo Mountain, can be made from the Lodge.

SALT LAKE CITY

This delightful city, laid out foursquare with the compass, with wide, tree-lined streets. large blocks (you need a bicycle to go around one of them) and fine homes on spacious grounds, has much to interest the traveler.

Temple Square is a must — 10 acres of beautifully landscaped grounds dominated by the six-spired Temple. The Temple building is 186 feet long, 99 feet wide, with walls 167 feet high. The highest spire, bearing the statue of the angel Moroni, is 210 feet above the ground. This beautiful structure, conceived by Brigham Young before he headed the migration west, was 40 years in the building, with much of the stone hauled 25 miles by ox-team.

Spires of the Mormon Temple
Salt Lake City

Most everybody arranges their time to attend the organ recital in the turtle-back roofed Tabernacle, given daily. While you are on the grounds look for the famous Seagull Monument, erected in honor of the birds which devoured hordes of crickets that all but ruined the Mormon settlers' first good crops.

The State Capitol is one of the most interesting I have ever visited, both for its spacious interior arrangement and for its murals, exhibits and dioramas. The exhibits give one a new conception of Utah's wealth in natural resources, and her ingenuity and industry in making use of them. You will enjoy a trip through the Capitol.

The University of Utah, built on one of the terraces of ancient Lake Bonneville, boasts a well kept campus and modern plant and equipment. A drive through the grounds provides one of the finest panoramic views of Salt Lake City and the expansive flatlands to the west, to and beyond Great Salt Lake.

Major attractions near town are the Bingham Canyon Copper Pit, Great Salt Lake, and Timpanogos Cave National Monument, and you will enjoy the drive through beautiful Provo Canyon.

TIMPANOGOS CAVE NATIONAL MONUMENT

This half-mile long cavern is perched on the northern slope of 12,000 foot Mt. Timpanogos, about 35 miles southeast of Salt Lake City, reached by car over good roads to the area and then by a steep trail that climbs 1,200 feet to the Cave entrance. Timpanogos has the usual stalactites and stalagmites, but is probably best known for its exquisite helictites (the Coral Gardens being especially beautiful), many of the formations faintly tinged with subtle hues of ivory, coral, mauve and browns. Formations that resemble objects and things for which they have been named are, among others, The Reclining Camel, Mother Earth's Lace Curtains, the Chocolate Fountain, and the "Heart of Timpanogos", which, when illuminated with red light, very closely resembles that human organ.

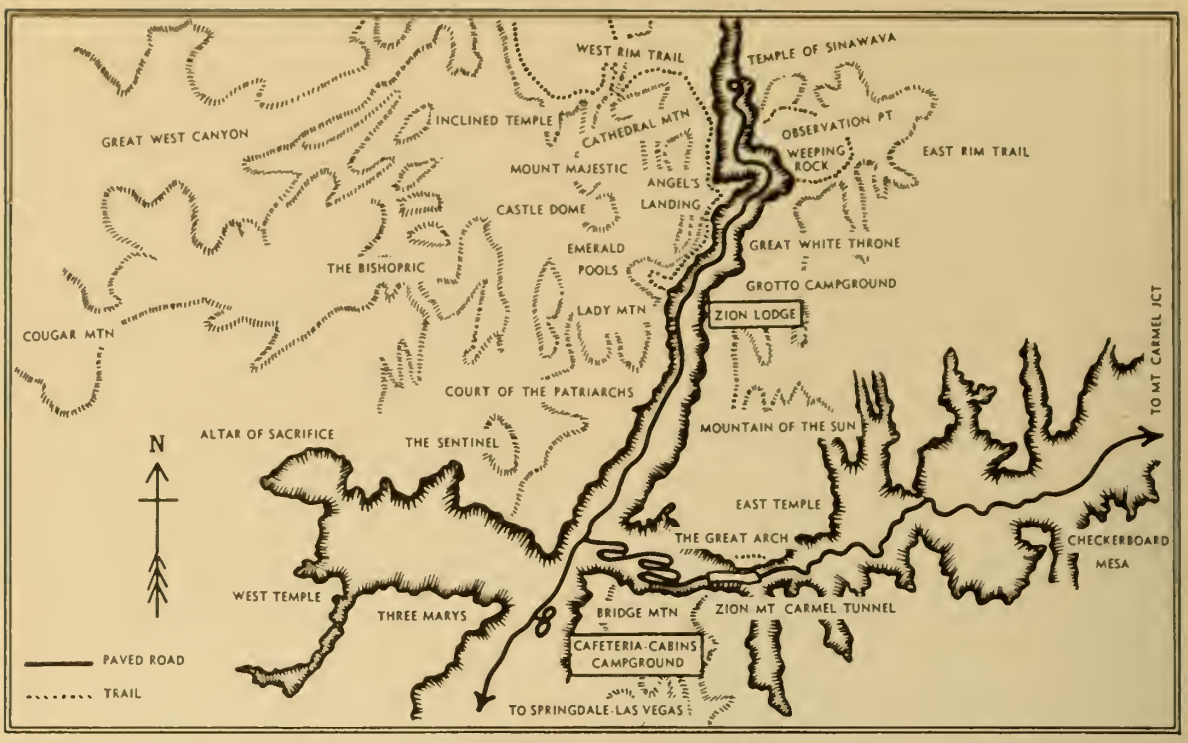
Timpanogos is one of the really fine small caverns of the West, as beautiful as the Lehman Caves in Nevada, with the added attraction of the helictites, which are not common to Lehman.

ZION NATIONAL PARK

Zion canyon probably elicits more "oh's" and "ah's" than any other western national park, for the tremendous walls and the vivid coloring makes quite an emotional impact as one suddenly breaks into the canyon from either the south entrance or through the tunnel on the Mt. Carmel road. Great cathedral-like cliffs, spires, domes and temples, rising vertically all about you make the scene a little overwhelming. And everything is as colorful as it is massive. The deep reds at the base give way to pinks and then to white, with here and there a cap of red for accent against the deep blue of the sky.

From the road that winds along the canyon floor great temples rise on either side — West Temple, more than 3,500 feet, being the highest. Refer to the map and the illustrations as they will help you locate and identify the better known formations, although most of them have roadside markers pointing to each that bears a name. The full page illustration looks down the canyon, south from the East Rim trail. The half-page picture, taken from Arch Rock (or The Great Arch), looks west across the east-west portion of the canyon that is tributary to the main north-south gorge.

Zion is one spot I cannot commence to adequately describe. Words cannot convey the massive feel of the place — not the immensity of Grand Canyon — but there is something about the intimacy with some of Nature's great monuments that gets you. I have been down in Grand Canyon and it cannot compare in beauty with the towering walls of Zion.



ZION NATIONAL PARK

It is hardly necessary to direct your travels in Zion as there is only the one road shown on the map, but a few hints may help you catch the best spots along the way. Whether you go in or out the road east to Mt. Carmel Junction you will pass through the 5,607 foot long tunnnel through the huge cliff to the left in the "Arch Rock" picture. Several portals have been cut in the wall of the tunnel to give the traveler fine views of this east-west canyon. At the east end of the tunnel is a parking area from which a half-mile trail leads to The Great Arch and the railing shown in the illustration. Too many people miss this spot. It is the shortest trail in the Park, and one that affords one of the grandest views.

From the junction of the Mt. Carmel road and the north-south road, go north up the canyon to the road's end at the Temple of Sinawava, along the muddy little Virgin River that has been primarily responsible for much of the grandeur that surrounds you. One of the finer groups, soon after you start north and before you get to the Lodge, is the Court of the Patriarchs, (on the left) and a grand picture subject, incidentally. Angel's Landing will loom into view from near the Lodge — a rather isolated temple that seems to set astride the river. The Great White Throne will be on your right about here but you cannot get a good view of it until you pass Angel's Landing and then look back to the southeast. The formation is easily identified. And then on to the end of the road. If you have an extra few minutes, make the interesting one mile hike through the Narrows, the little canyon of the river that goes on from the parking area at the Temple of Sinawava.

Trail Trips. The short Arch Rock trail has been mentioned. The other two main trail trips are to the East and the West Rims. The East Rim trails starts at Weeping Rock, north of the Lodge, and leads to a view down the canyon like that shown in the full page illustration, although this picture was not taken at the end of the trail. It goes on until you are directly back of Angel's Landing. The West Rim trail starts near the Lodge, crosses the river, follows the west bank for

ZION CANYON — *from the East Rim trail*

Best time of day — before 10 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

ECHO CANYON
East Rim Trail, Zion National Park

Best time of day — near noon

SUGGESTED EXPOSURES —		Group A f/9
Group B f/12.7	Group C f/18	Group MA f/11
Group MB f/16	Group MC f/22	Group CA f/5
Group CMB f/6.3	Group CC f/18	Group CD f/8

some distance and then cuts back through a canyon and up to the plateau on the west side of the canyon. This is very exciting country but from no point can one get as good expansive views of the length of the canyon as from the top of the East Rim trail. Both these trails can be hiked, and each will take the better part of a day, but you will enjoy them more, with less after effect, if you go on one of the escorted horseback trips. The East Rim trail is 3½ miles one way, the full West Rim trail is about 6¼ miles one way.

Other trails lead to Angel's Landing (2½ miles) and to Lady Mountain (2 miles). If you go afoot, the East Rim trail trip will require three to four hours for the climb and about two hours for the descent. The West Rim trail can hardly be negotiated on foot in one day, although you can easily make it to the top of the plateau and back in less time than the East Rim trail requires.

If you have only sufficient time to drive in, through and out again, Zion will still be one of the highlights of any trip through the West, I assure you.

Season. The Park is open all year, although May to October is the best period during which to visit it.

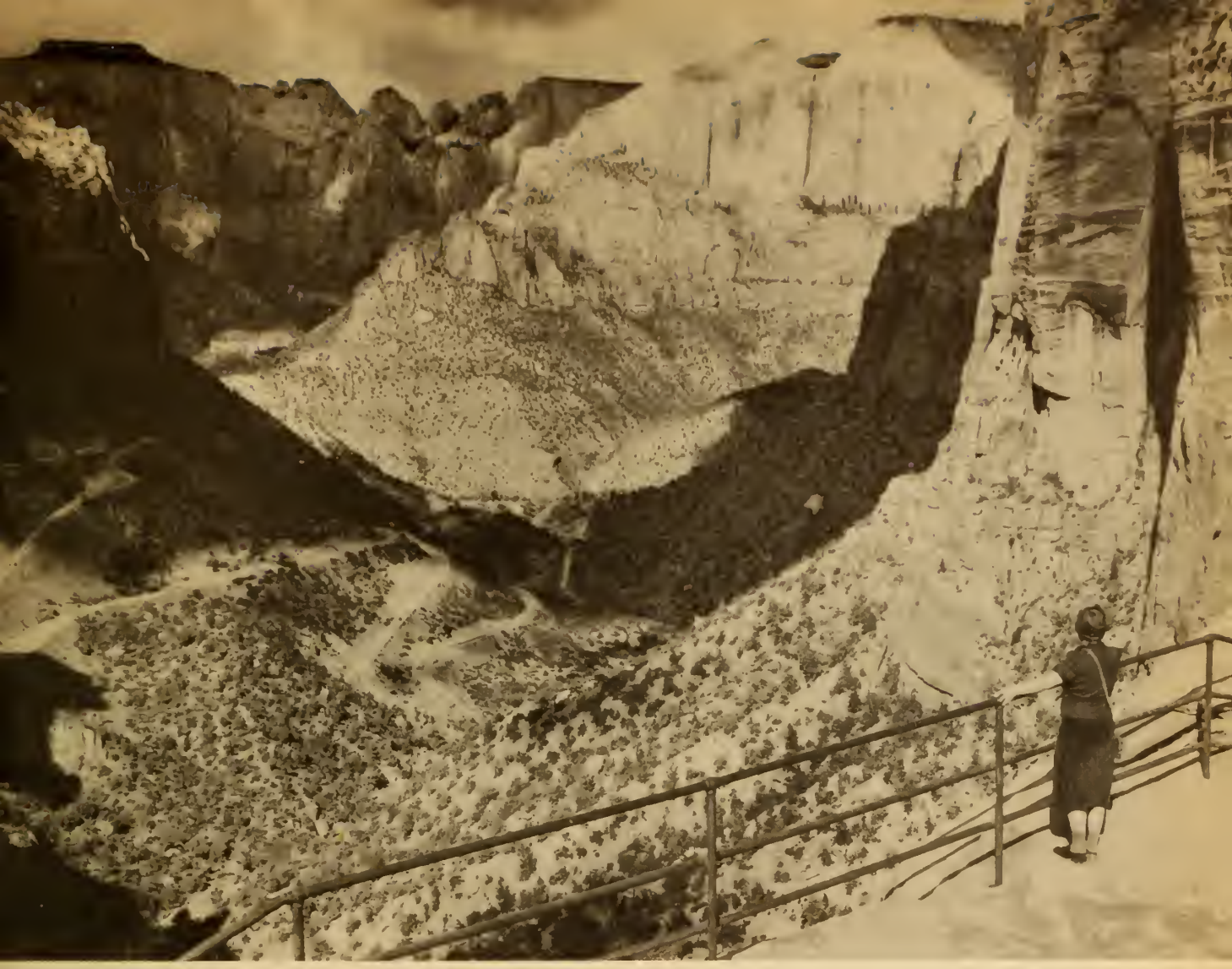
Accommodations. The cabins, cafeteria and campground near the south entrance never close. The Lodge is open only between May 30th and September 30th, and the Grotto Campground, just north of the Lodge, is open from May 15th to October 1st. Tourist court accommodations and meals are available the year through in Springdale, the little Mormon settlement just outside the south entrance of the Park.

Photographic suggestions — The data given with the "Arch Rock" picture is a good clue for most shooting in Zion, if you have the sun somewhat to the side of straight behind you, to give a little cross light. The data given with the full page illustration applies only to shooting from the East Rim trail, as one is always shooting partly into the sun from that position. The best picture of The Great White Throne (everybody always wants one) is from the river bed. north of Angel's Landing, and after 3 p.m., the best light being during the longest days of the year.

WEATHER

The areas you will likely visit, if you stay on the main highways, of which there are not too many, will be rather warm in summer. Sometimes hot, and always dry. The stretch across US 40 from Colorado to the mountains east of Salt Lake City is not subject to excessive heat although it gets quite warm, but west of Salt Lake City on US 40 the country is desert and hot during the summer months. This stretch was a nightmare to the early immigrants headed for California. The north and south routes, US 89 and US 91, are warm to hot, but except for the desert areas, the nights are cool. You may run into summer thunderstorms, short but violent. When the weather cuts loose in these parts it is often as rugged as the scenery.

In May and early June marvelous clouds ride the skies in southeastern Utah, especially in the Bryce Country.



ZION CANYON — *as seen from The Great Arch looking toward West Temple*

Best time of day — before 10 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

WILDFLOWERS

(State flower — "Sego Lily")

The sego lily, common to most areas in the State, meant more to the Indians and early settlers than merely a delightful wildflower, for its roots provided an important contribution to scanty food supplies in many a home. This flower, sometimes called Spanish mariposa, has three white petals tinted with yellow, purple and brown, and those growing in the southern sections of the State often have orchidlike tinting. Most of Utah's wildflowers grow in the canyons and mountains, for the sagebrush plains and plateaus are not especially conducive to wildflowers other than the always dependable Indian paintbrush and yellow daisies. In the mountains dogtooth violets, blue and red pentstemon, mallow, dwarf iris, monkeyflowers and sweetwilliams are found in season.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN UTAH

APRIL

Easter	at Zion National Park	Easter Service and Pageant

JUNE

First week	at Salt Lake City	Intermountain Junior Fat Stock Show

JULY

Second week	at Nephi	Ute Stampede
24th	Statewide	Pioneer Days
Week of 24th	at Salt Lake City	Covered Wagon Days
Week of 24th	at Salt Lake City	Oratorio, *Creation*
Week of 24th	at Ogden	Pioneer Days

SEPTEMBER

First week	at St. George	Dixie Roundup and Fruit Festival
Third week	at Ogden	Ogden and Weber County Fair and Race Meet
Fourth week	at Bingham	Galena Days Celebration

(*These are not all the annual events within the State, but are those most likely to interest the average tourist*)

WASHINGTON SECTION

WASHINGTON

The "Evergreen State" is one of those formed out of the old Oregon Territory. The designation "evergreen" applies only to that portion west of the Cascades, for much of the eastern part of the State is semi-arid, a considerable amount of which will eventually be watered from the Coulee Dam project. Washington ranks nineteenth in area and thirtieth in population. Area, 68,192 square miles. The State stretches 360 miles east to west; 240 miles north to south. Highest point, Mt. Rainier, 14,438 feet, only 57 feet lower than Mt. Whitney. Mean annual temperature, 49 degrees; mean annual precipitation, 35", but the northwestern tip of the Olympic Peninsula has as much as 144" (12 feet) in some years. State Capital, Olympia.

WASHINGTON

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	Idaho border	Spokane	10	18 Miles
	Spokane	Wilbur	10 Alt.	66 "
	Wilbur	Coulee Dam	4C	28 "
	Coulee Dam	Junction 10 Alt.	2F	31 "
	Junction 2F-10 Alt.	Wenatchee	10 Alt.	70 "
	Wenatchee	Peshastin	2	15 "
	Peshastin	Yakima	97	98 "
	Yakima	Chinook Pass	410	69 "
	Chinook Pass	Mt. Rainier Paradise Valley side	5	107 "
	Mt. Rainier	Tacoma	5	71 "
	Tacoma	Blaine (Customs)	99	151 "
	Blaine	Vancouver, B. C.	99	33 "
	Vancouver	Nanaimo, B. C.	Ferry	
	Nanaimo	Victoria, B. C.	1	78 "
	Victoria	Port Angeles	Ferry	
	Port Angeles	Megler	101	250 "
BLUE ROUTE	(Same as RED ROUTE to Tacoma)			
	Tacoma	Olympia	99	29 "
	Olympia	Port Angeles	101	123 "
	Port Angeles	Megler	101	250 "

DOTTED BLUE ROUTE — same as the BLUE (Solid Line) ROUTE

PRINCIPAL POINTS OF INTEREST IN WASHINGTON

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

CAPE FLATTERY
(Northwest tip of Olympic Peninsula)

Interesting, primitive country along the Straits of Juan de Fuca.

COLUMBIA RIVER HIGHWAY ★

Marvelous views from many vantage points between Vancouver and Maryhill.

DRY FALLS
(Southwest of Coulee Dam)

Old bed of the Columbia River over which water dropped three times the height of Niagara Falls.

FIDALGO ISLAND ★
(West from Mt. Vernon)

Typical of the San Juan group in Puget Sound, accessible by car.

GRAND COULEE DAM ★★★
(Northwest of Spokane)

Largest man-made structure in the world. A grand spectacle.

LAKE CHELAN ★
(North of Wenatchee, up the Columbia River)

Largest lake in Washington, third deepest in the world.

MOUNT ADAMS
(Directly north of Mt. Hood, 20 miles back from Columbia River)

One of the majestic peaks in the Northwest, perpetually snow-capped.

MOUNT BAKER ★★
(Northeast of Bellingham, near Canadian border)

One of the finest mountain areas in the West, for hiking and sight-seeing, with minimum effort.

MOUNT RAINIER NATIONAL PARK ★★★★
(Central-western part of the State)

The most impressive of all peaks in the West, and one of the most interesting of all national parks.

MOUNT ST. HELENS ★★
(Northeast of Portland about 100 miles)

A fine combination of mountain and lake country, accessible but unspoiled.

OLYMPIC NATIONAL PARK ★★★
(Northwest portion of the State)

Our only national park that is being held as primitive area. In the heart of the jungle-like timber country.

STEVENS PASS
(On U. S. 10 Alt. between Wenatchee and Everett)

One of the most delightful drives through the Cascade mountains.

WHITMAN NATIONAL MONUMENT
(Near Walla Walla)

Of historical importance only. One of the pioneer settlements of the earliest days of the old Oregon Territory.

WASHINGTON

THE "EVERGREEN STATE" is almost a twin sister of Oregon, in topography, in climate, and especially in the fact that the Cascade Range divides the area into two "states" as the same mountains do Oregon. From the Cascades to the Pacific, ocean breezes cool the summer sun and temper winter chills, producing a climate in which flowers can bloom from January to December, stimulated by one of the heaviest annual rainfalls of any area in the United States. This same climate and the same rains produced the jungle-like stands of timber on the Olympic Peninsula, the western tip of which gets as much as 144 inches of water a year — 12 feet, that is, if you can imagine that much water.

The region east of the Cascades is semi-arid, but not the close approach to desert found in southeastern Oregon. Great, expansive valleys in the eastern part of the State are highly productive since irrigation waters were brought to the parched soil. When irrigation facilities connected with Coulee Dam are complete, more than 1,200,000 acres of sagebrush flatlands will be reclaimed and put under intensive cultivation — an area 60 miles wide by 85 miles long.

In eastern and southeastern Washington wheat is king — 1,000, 2,000 and even 5,000 acre wheat farms being the rule rather than the exception. This is all non-irrigated land, worked on a grand scale, with tractor-drawn plows working in shifts around the clock.

Washington is a young State. At the start of the Civil War it had a population of less than 12,000. Gold gave immigration a little impetus but not to a great extent until the rush to the Klondike made Seattle the outfitting and embarkation point for all the thousands of fortune seekers headed toward Alaska.

Most of Washington's scenic grandeur is concentrated in the western portion although several spots on the eastern slopes of the Cascades would be considered of much more importance if they did not lie in the shadow of such spectacular and majestic sights as Mt. Rainier, and the jungle-like ruggedness of the Olympic Mountains.

The attractions listed in the following pages by no means cover all that Washington has to offer, not the least of which is the countryside through which you drive. In some areas of the West one covers great stretches of "nothingness" in order to get from one major attraction to another. In Washington, often the country through which one travels runs a close second, in interest and beauty, to the major points of interest just left or toward which one is headed at the moment.

There are so many grand spots in this great Northwest that space will not permit too much discussion of general aspects of the State. The following pages describe the major attractions on or near the planned trips, listed in alphabetical order for ready reference, and not as an indication of the order of their importance.

CAPE FLATTERY

Few of you will visit this, the extreme northwest tip of the United States, but its mention is an opportunity to identify and locate some of the country with which you may not be too familiar. The north shore of the Olympic Peninsula faces the Straits of Juan de Fuca, across which lies a part of Canada, very large and untamed Vancouver Island.

Should you wish to see what the "land's end" tip of the U. S. looks like, drive west from Port Angeles about 70 miles along the Straits, past little logging towns and bays where they will be building log rafts, through timber and cut over land, past the Coast Guard Station to the little Indian and fishing village of Neah Bay. From there the remaining six miles to Cape Flattery must be made by boat, and there is usually an Indian about who has an outboard skiff who is glad to pick up three or four dollars.

This one-day detour will expose you to some primitive country and to equally primitive people, and will be unlike any other experience you will have on any trip.

COLUMBIA RIVER

Oregon has no monopoly on the mighty Columbia, nor all its grand scenery. The Washington road that parallels the north bank of the river east to Maryhill (about 100 miles), is known as the Evergreen Highway, and for several miles through

ROSARIO BEACH — *Fidalgo Island*

Best time of day — after 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

the gorge area the ride is delightful and sufficiently different from the Oregon side to justify seeing the Columbia from both banks. This highway is advertised as having something like 500 fewer curves, between Hood River and Portland, than does the Oregon Columbia River Highway. It is a faster road, but that is of little consequence if you are out to see the country.

This Evergreen Highway is the best route to Mt. Adams from the Portland area, and if you get over this way, drive up on the bluff to the little town of White Salmon — one of the highest viewpoints from which the Columbia River can be surveyed, as well as affording an impressive view of snow-capped Mt. Hood, to the south across the river. If you get as far as Maryhill, you may be interested in seeing the fine Art Gallery there, and atop the hill, Stonehenge, an accurate reproduction of the neolithic original at Salisbury, England — if you are interested in such "imitations".

DRY FALLS STATE PARK

Some thousands of years ago, before lava flows and the great ice cap changed the course of the Columbia River, it flowed south (from the present site of Coulee Dam) through the basin known as the Grand Coulee and over the one and a half mile wide, 500 foot high cliff (now called Dry Falls) in a waterfall of five horseshoes. This mighty falls would have made Niagara look like a side show. The interesting formation is worth a visit, especially since it is only about a mile off main highway US 10 Alt. just west of where the road from Coulee Dam joins it. A State Park attendant will explain the fascinating geologic history of this area.

FIDALGO ISLAND

Although Puget Sound is liberally studded with islands of the San Juan group I am describing only the one reached by car. At the town of Mt. Vernon, between Everett and Bellingham, turn west toward Anacortes, the principal town on Fidalgo Island. The island is separated from the mainland by a narrow slip of water, which is bridged. Access to all the other islands is by ferry except the bridge connection between Fidalgo and Whidby to the south.

The two main attractions on Fidalgo are Rosario Beach, a fascinating little spot where the arc of the beach, pines and water combine to make a pleasant sight that is characteristic of all this Puget Sound area; and Deception Pass and the Bridge which spans the Pass, connecting the islands of Fidalgo and Whidby. Cross the bridge to the park on the south side, for a visit to an entrancing bit of woodland setting.

As both spots are reached over what seem to be back roads (good), inquire locally before you reach Anacortes as to the proper left hand turn to

GRAND COULEE DAM — *from the west side of the river*

Best time of day — after 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

reach both these spots, separated by only about two miles.

Other San Juan Islands are reached by ferry from Seattle, Anacortes, Bellingham, and several other shore-line towns.

GRAND COULEE DAM

While not as architecturally beautiful (if that expresses what I mean) as Boulder Dam, nor as spectacularly located, Coulee Dam is one of the great sights in the West. At least more than 400,000 visitors a year think so.

Coulee Dam is the largest man-made project in the world, and as big as is Boulder Dam, Coulee has more concrete below the original level of the river than was poured into the entire Boulder Dam project. At its crest, Coulee is 4,300 feet long and 550 feet high, 500 feet thick at the base, and over the 1,650 feet of drum gates falls a sheet of water 10 to 15 feet deep, dropping almost three times the height of Niagara Falls.

The level of the dam backs the Columbia's waters just to the Canadian border — a neat trick, but not as complicated as it sounds. Although not all the generators were installed in the west powerhouse, those operating during the peak of the War load produced each 24 hours as much current as was produced each month by all the power plants in the State of Delaware, to give you some idea of the capacity of this great project when both east and west powerhouse generators are in and operating.

When the water pumps are installed they will lift a 12-foot column of water into the Grand Coulee to the south, which is being diked at the south end to make of this 25 mile long basin a great storage reservoir.

As accommodations for overnight stay near the Dam are none too good, all schedules are ar-

MOUNT ADAMS
— across Trout Lake

Best time of day — midday

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

ranged to get you in and out during the day. Meals at the fine restaurant at the Dam are as good as anywhere in the West — and I mean good.

Do not pass Coulee Dam by, if you are anywhere in eastern Washington at any time, planned trip or not.

LAKE CHELAN

This beautiful, long sliver of a lake, wiggles its narrow way back into the gorges in the eastern slopes of the Cascades, for 60 miles. It is the third deepest lake in the world and the largest in Washington.

From the town of Chelan one can drive along the south shore of the lake for some 25 miles west, back to where glimpses of the Cascade peaks whet the appetite for a closer look. And you can get that look by boat, as regularly scheduled trips ply the length of the lake during the summer months. Unless faster boats have been put into service since I was last there, the trip requires one day each way, with overnight accommodations at the upper end of the lake. This two day trip gives one time to explore some of the scenic spots back in the mountains, one of the most delightful of which is Rainbow Falls.

Chelan is on the northern fringe of the great Wenatchee Valley apple country from whence comes those mammoth, juicy Washington Delicious. Want one right now?

MOUNT ADAMS

For the average tourist Mt. Adams is a mountain to be seen and admired, but one at which you cannot do much but look, on a short visit. It is rather primitive country and to get back in means preparation and takes time. The illustration shows Mt. Adams across Trout Lake, a marshy little pond which lies just beyond the Trout Lake Ranger Station, about 23 miles north of where the Mt. Adams road leaves the Evergreen Highway just west of White Salmon.

If you have time to enjoy a more intimate contact with this 12,307 foot volcanic, snow-capped peak, inquire at the Ranger Station for directions to Bird Creek Meadows, about 19 miles up the mountain side to a delightful area of small streams, little waterfalls, cascades and a riot of wildflowers in late spring and early summer.

Mt. Adams is the summer resort area for the Indians from around Yakima, who leave the summer heat of the valley to the white man and his chores. In huckleberry time there is an Indian behind every bush.

MOUNT SHUKSAN
— Washington Cascades

Best time of day — after 1 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

MOUNT BAKER — MOUNT SHUKSAN

To me there is no finer mountain terrain in all the West than that around the Mt. Baker-Mt. Shuksan area for the average traveler who wants to get away from the crowds and out into the open in unspoiled and impressive country, and where he can get to a dozen different changes of scene on foot within a matter of two or three hours and with a minimum of effort.

The area has long been one of the popular winter sports centers of the Northwest, but fortunately for you, it is not yet overrun with tourists during the summer season.

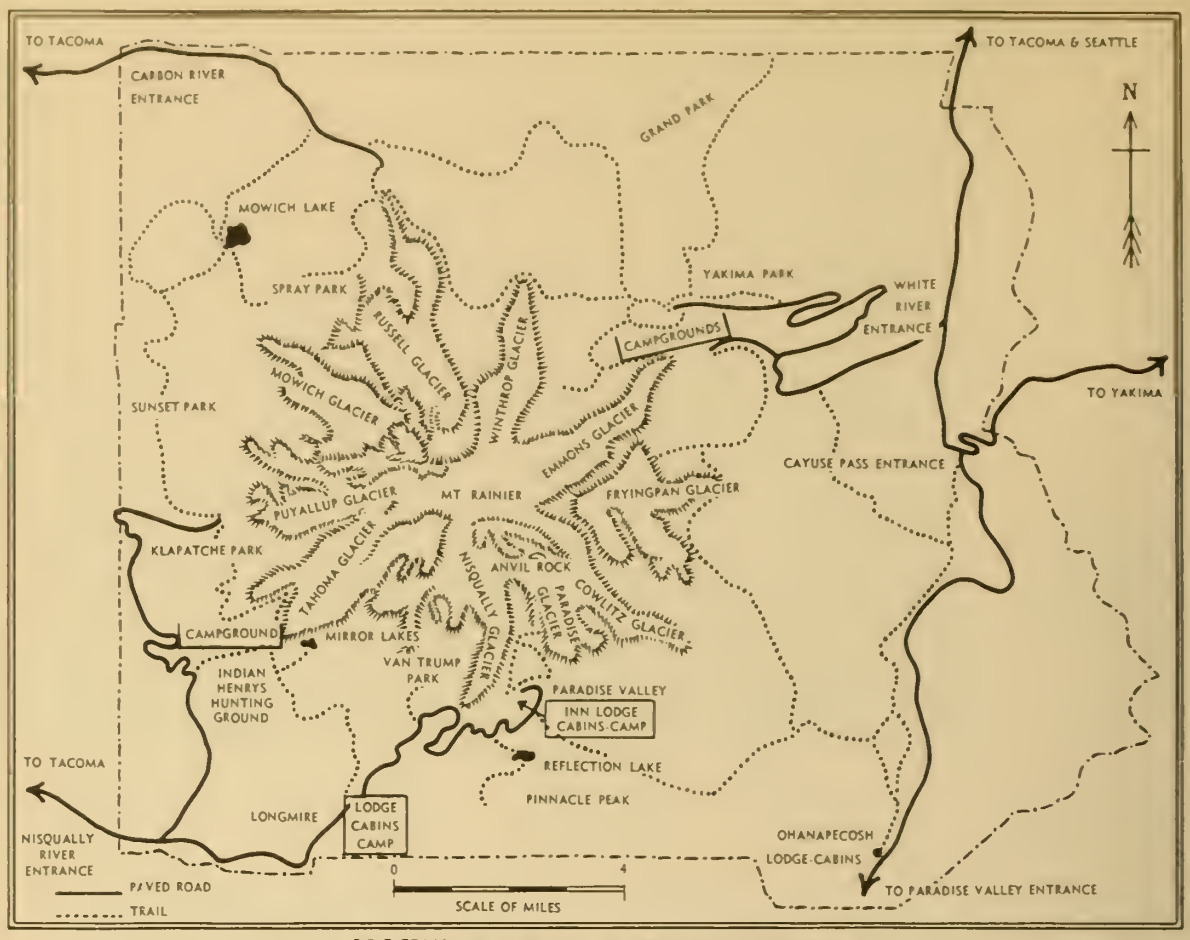
Over a fine road 65 miles from Bellingham one goes through extensive stands of virgin timber, through pleasant meadows, along winding snow and glacier-fed rivers and up the high-gear grade to Mt. Baker Lodge, with both Mt. Baker and Mt. Shuksan almost at its doorstep. After late snows have melted you can drive beyond the Lodge another mile or so to Kulshan Ridge from where trails lead to Table Mountain, Chain Lakes, and closer views of snowy Mt. Baker on whose slopes are 12 glaciers and more than 44 square miles of ice fields. And if you want to play in the snow, you will find it later at Mt. Baker than anywhere I know in the West at such low elevations, often down to the Lodge as late as July 15th.

The sister peak, Mt. Shuksan, lies directly east of the Lodge, across the little lake shown in the illustration. On the drive or climb to Kulshan Ridge one gets an entirely different view of Shuksan — a dramatic sweep down into the canyons to the south. From atop Kulshan the view is unobstructed for miles over the Cascades, and far into Canada to the north.

If you are interested in unspoiled, off-the-beaten-path mountain serenity, by all means go to Mt. Baker. I believe you will thank me for suggesting it, for the rest of your days. (See the illustrations for photographic suggestions).

MOUNT RAINIER NATIONAL PARK

"The mountain that was God", the Indians called this majestic 14,408 foot mountain, the most impressive single peak in all the West, bar none. I have seen many mountains and they all give me a thrill, but Mt. Rainier awes me, as much on the tenth trip as on the first one. I cannot understand how any one can gaze on this terrifically huge, terrifically high mass of rock, snow and glaciers and not be impressively conscious of a supreme being whose power makes man's efforts seem puny indeed.



MOUNT RAINIER NATIONAL PARK

As you will see from the map, Mt. Rainier is draped with glaciers, five of which originate near the top, the others born of snows in immense cirques in the mountain sides. Nisqually, Ingraham, Emmons, Winthrop and Tahoma are those starting near the crest, and which are the best known. Easy trails lead to the foot of Nisqually on the Paradise Valley side and to Emmons on the Yakima Park side, and longer trails go to or close by many of the others.

One of the most interesting aspects of Mt. Rainier is the climate, animal and plant life zones. As one climbs from the lower elevations around Longmire, each 1,000 feet up is equivalent to traveling 300 miles north, in the change of climate, plants and animals. Toward the crest one finds the equivalent of conditions within the Arctic circle.

To help you plan your visit to Mt. Rainier, first read the Daily Schedules on this portion of those trips that include this national park. The most popular side is the south or Paradise Valley area, where good accommodations and more facilities are available for getting around on trails and into the less frequented spots. The Yakima Park, or east side, affords an entirely different view of the mountain, and a close up look at the mighty Emmons Glacier which slips down the mountain side and into the White River. There are now no overnight accommodations in the Yakima Park area, so the Daily Schedules suggest only a brief visit to that side.

Ohanapecosh, on the road from Yakima Park to Paradise Valley, sets at the lower elevations of the Park, in heavy stands of timber and amid

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MT. RAINIER — *Paradise Valley side, from Pinnacle Peak trail*

Best time of day — 10 a.m. to 4 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

MOUNT RAINIER
— from Chinook Pass

Best time of day — before 11 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

mountain streams, but it is not a good location from which to get good views of the mountain. This area is of more interest to the hiker and fisherman than to the passing tourist.

If you want to make the most of a brief stay on the Paradise Valley side, drive to the Lodge and Inn area at the end of the road, high on the slopes of the mountain. From there trails take off in several directions, many of them to close by viewpoints. One of the best short ones is west from the Lodge past the little Fairy Pool to a promintory from where you look down on massive Nisqually Glacier. Then drive down the mountain to the spur road that turns off toward Reflection Lake, just above gushing, white-water Narada Falls. Park the car and walk down the construction road to Reflection Lake and the start of the trail to the top of Pinnacle Peak. Whether you go only part way or to the top, you will get what I think is the most impressive view of majestic Mt. Rainier. At least it will look higher from there than from any other viewpoint. The full page illustration was shot from about two-thirds of the way up the Pinnacle Peak trail. Another short but steep climb is the trail to Van Trump Park, a gorgeous meadow in which one usually finds the grandest display of wildflowers in all the Mt. Rainier area. This trail starts from the road, at Christine Falls.

Another little excursion, which will require most of one day, is the trail trip to Indian Henry's Hunting Grounds and Mirror Lakes. Drive up the road that goes for some distance along the west edge of the Park, to the Tahoma Creek campground, about 3½ miles north of the Nisqually entrance to the Park. This trail is average going though the timber alongside rushing Tahoma Creek for about half the 7 miles, but after you cross the bridge at the foot of Tahoma Glacier the trail gets steeper and a little more rugged, but not bad unless you try to rush it. The grand meadow and the grander views will make you forget the huffing and puffing you did to get there. Take the left hand trail to the charming little Mirror Lakes, nestling near the edge of the bench that breaks off abruptly to the Tahoma Glacier several hundred feet below you. While you are up here, browse around the meadow, especially in wildflower season, and if you enjoy it as much as I am sure you will, you will be reluctant to leave. You can get back down the trail in a third the time it took you to make the ascent.

You will want to know how much hiking these suggested trail trips entail. To Emmons Glacier (Yakima Park side) 4.2 miles from the parking area. Christine Falls to Van Trump Park, 2.7 miles. Reflection Lake to Pinnacle Peak, 3 miles.

MT. RAINIER — *Yakima Park side, showing the Emmons Glacier*

Best time of day — before 11 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

From Tahoma Creek campground to Mirror Lakes, about 7½ miles.

Another angle from which the mountain can be viewed, at a somewhat greater distance, is from the road in through the Carbon River entrance in the northwest corner of the Park, although this is the least popular of the three areas reached by road. To get to the Carbon River entrance it is necessary to go to Burnett, east of Puyallup, before you can get onto the Carbon River road.

June and July are, I think, the best months to visit Mt. Rainier, before the snows have gone from the slopes in Paradise Valley, and also before the forest-fire smoke (if any, and there is nearly always some) of late summer and early fall fires partially dulls the sharp edge of your enjoyment.

It would require half the pages of this book to extol all the delightful experiences any trip to Mt. Rainier can provide. It is unquestionably one of America's grandest scenic areas, and worth planning any trip to allow for sufficient time to really get acquainted with an area to which you will want to return again and again.

Season. The Park is open all year, although only the road to Longmire and Paradise Valley is kept open during the winter months.

Accommodations. Longmire Lodge and cabins are open all year. The Inn and Lodge, at the end of the Paradise Valley road, have a varying season but are open from spring to early fall. The Lodge

MT. ST. HELENS — *from across Spirit Lake*

Best time of day — before 7 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

and cabins at Ohanapecosh are open only during the summer months. Cabins and lodge accommodations are scattered along the road into the Nisqually entrance, outside the Park for a few miles to the west, but never having stayed in any of them I cannot say how good they are. No overnight accommodations at Yakima Park.

Photographic suggestions — The data given with the illustrations are the best clues I can give you, except to remind you that you are on the east side of the mountain at Yakima Park, and you would be shooting into the sun, or nearly so, as early as 1 o'clock, so shots in that area should be made before noon and for color, before 10:30 a.m. I like the Pinnacle Peak trail location because photographing is good during all the midday hours. The Mirror Lake shots can be made anytime from 10 a.m. to 4 p.m:

MOUNT ST. HELENS

If the illustration conveys all that I hope it does mere words can hardly embellish the impression it gives of this grand lake and mountain country. 10,000 foot Mt. St. Helens is, in appearance, the Fujiyama of the West — an almost symmetrical, perpetually snow-capped, volcanic cone, supposedly active as recently as about 1840.

Nestling among the mountains at the foot of the north slopes of Mt. St. Helens is Spirit Lake, one of the State's finest recreational areas and excellent fishing grounds — unspoiled country, primitive yet very accessible. From Spirit Lake trails fan out to the north to more than a dozen high mountain lakes teeming with fighting fish. Most of these sparkling, ice cold lakes can be reached in a day's hike, if you want to see some

LAKE ALDWELL — *Olympic Mountains*

Best time of day — before 10 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

fine country or drop a line where the fish can hardly wait until you get your tackle unpacked.

Spirit Lake and Mt. St. Helens should be a must on your list of sights to see, even if you have only sufficient time to drive in, take a leisurely look, and out and on your way again. If you are in Portland you can make the side trip up and back in a day, with four or more hours at the Lake.

The area is reached over a good road east from US 99 at Castle Rock, about 35 miles in from the main highway. Lodge and cabin accommodations, boats, outboards, and guide service are available at Spirit Lake. There are also accommodations across the Lake, at Harmony Falls, reached by boat transportation furnished by the resort.

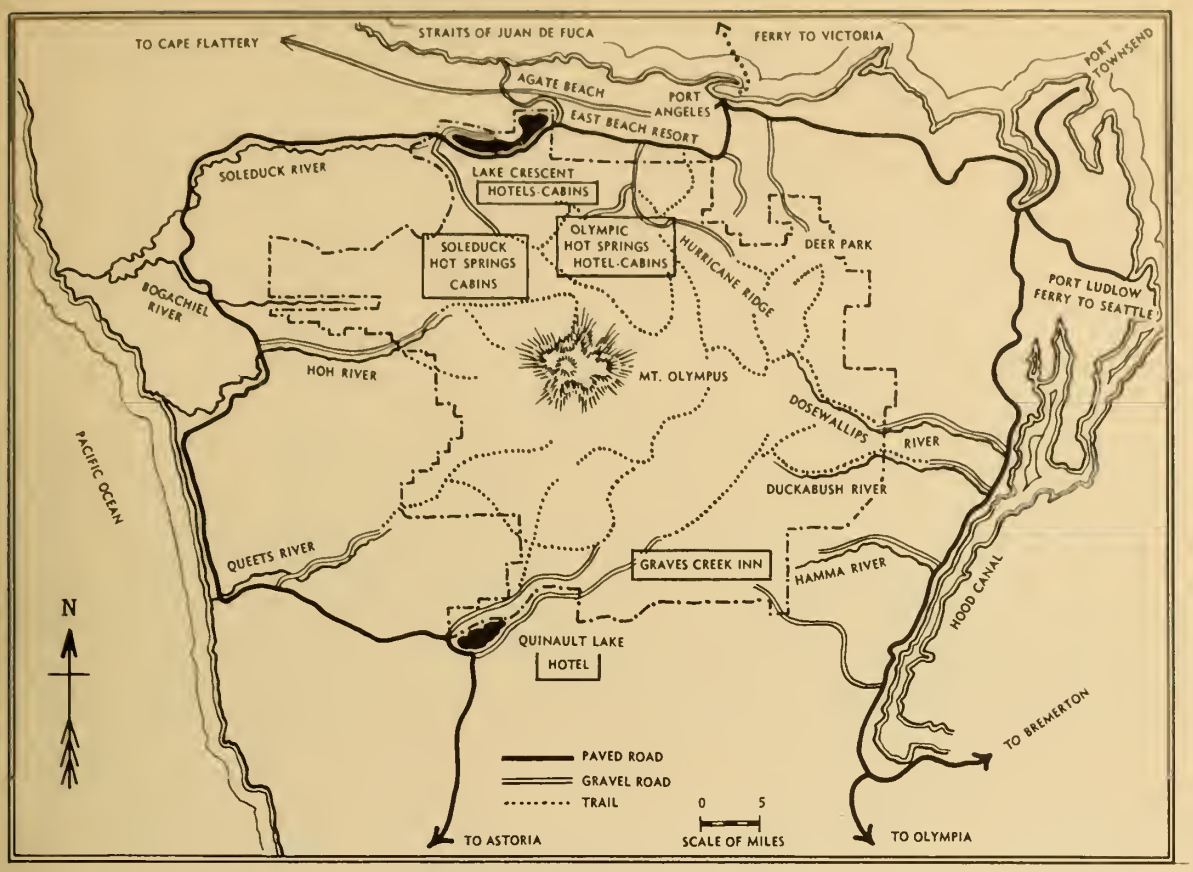
Photographic suggestions. About all I can contribute aside from the data given with the illustration is the fact that shots of Mt. St. Helens from across the lake should be made before 8 a.m., and earlier than that for color, for best results. From that location you are obliged to shoot into the south which means also, partially into the sun.

OLYMPIC NATIONAL PARK

Nowhere in the United States will one find such an evergreen wilderness as is the 837,000 acre Olympic National Park, in the heart of the Olympic Peninsula. This primeval paradise is to be kept as America's "last frontier," for the perpetual enjoyment of generations to come.

Although the Olympic Mountains rise only to 7,954 feet above sea level at the tip of the highest peak of Mt. Olympus, it must be remembered that they start at sea level, making them much more impressive than their height in feet seems to suggest. By comparison, Long's Peak in Rocky Mountain National Park, shown in the full page illustration in the Colorado section, rises only about 5,000 feet above the lake across which the shot was made, but it has an above sea level height of over 14,000 feet.

On the rain-drenched western slopes of the Olympics (average of 142 inches a year) are great "rain-forests," tropical in their luxuriance and unmatched anywhere in the United States. Moss-draped branches hang as a canopy over the jungle-like undergrowth of vine maple, bigleaf maple, brush and ferns. I had a little experience with this undergrowth a few years ago. Wanting to make a short cut over a six-mile trail that had been abandoned only two years before I found I had made less than a half mile in more than an hour, part of the time on all fours, crawling through tangled vegetation that didn't exist two years earlier. Many Douglas fir in the park are



OLYMPIC NATIONAL PARK

8, 10 and some more than 15 feet in diameter, soaring into the sky for 200 feet.

Study the map to get the lay of this rather bewildering country. If you want more information see Park headquarters in Port Angeles as there is no entrance gate to the Park, no Ranger in sight, and once you leave town you are very much on your own. The only main highway through the Park is that stretch of US 101 that skirts the south shore of Lake Crescent. Roads back into the Park from US 101 are the ones to Olympic Hot Springs and to Soleduck Hot Springs, the first turning off south 9 miles west of Port Angeles, the latter at 30 miles, a few miles west of Lake Crescent. As the map shows, forest roads dip into the Park from the east and the west, in most cases following rivers that drain the slopes of the Olympics into Puget Sound, the Straits of Juan de Fuca, or into the Pacific. One sight-seeing road penetrates the Park for some distance — the Hurricane Ridge road to Obstruction Point (25 miles), which turns off left from the Olympic Hot Springs road 4 miles in from US 101. But inquire at the Ranger Station (at the junction just mentioned) as to the condition of the road, which is not always good. The full page illustration was made from this Hurricane Ridge road, about 3 miles up the grade from the Ranger Station.

Unless you intend to spend several days in the Olympics may I suggest how you can see the most in the least time. If you are going west through Port Angeles and then on around the Olympic Peninsula, before you leave the Port Angeles area drive south to the little beauty spot called The Heart of the Hills, a private resort

OLYMPIC MOUNTAINS — *from Hurricane Ridge road*

Best time of day — before 10 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

WASHINGTON COAST
— Pacific side Olympic Peninsula

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

at the edge of the Park. From there one trail goes to Lake Angeles which lies at the foot of the snow-capped ridge you see from town; another goes to the top of Mt. Angeles, for a sweeping view south over all the mountains to Mt. Olympus. The two trails do not connect so you cannot make a loop trip. Both are rather steep, so if you are not accustomed to climbing hire a horse at the resort.

In late summer the meadows near the top of Mt. Angeles are alive with a great variety of alpine flowers, some of which are grown in the botanical garden at The Heart of the Hills, which you should visit.

Then back to town and west on US 101 toward Lake Crescent — into either or both Olympic Hot Springs and Obstruction Point — and then on to the Lake, one of the most beautiful in America. The end sheet illustration of this book is the view across the Lake east to Storm King Mountain. (Read the Daily Schedules for drives in this area.)

From Lake Crescent continue on around the Peninsula, with side trips to Soleduck and/or up the Hoh and Queets Rivers. If you can spend a day at Soleduck one grand trail trip is that to the summit of Bogachiel Peak from where one gets an unobstructed view of Mt. Olympus and the Blue Glacier that lies on its northwestern slopes. This trail is 16 miles roundtrip and better be made on horseback.

Plan a stop at Quinault Lake, at the southwest corner of the Park, if for no other reason than to take the ride in an Indian War Canoe down the Quinault River to the Pacific, with one of the Indian boatmen.

The drive around the Olympic Peninsula, through great forests, along stretches of Pacific beaches, past little Indian villages, and within frequent sight of the towering Olympics, will be as exciting as most of your experiences within the Park itself. The little Indian village of Lapush, on the coast a few miles west of US 101 near the town of Forks, is worth a visit to see the fantastic, carved wooden figures that are used in some of the Indian ceremonials.

Regardless of how much or how little of the Olympic Peninsula you see the visit will be a long remembered one, and pleasantly so, you may be sure. It is as interesting as it is different.

Season. Olympic National Park is open all year, but roads back in may be blocked with snow during the winter months. US 101 is an all year highway.

Accommodations. A variety of resort accommodations are available at Lake Crescent, cabins

at Olympic and Soleduck Hot Springs. There are good accommodations in Port Angeles, and some along the road west of Lake Crescent.

Photographic suggestions. See the data given with the illustrations. Photography is difficult from the top of Mt. Angeles as shots across the mountains are all partially into the sun. The best shots of Lake Crescent are from the west end, looking east toward Storm King Mountain. The best light angle for shots of Mt. Olympus are high points reached by trail from the Quinault area, although afternoon shooting from Bogachiel Peak is perhaps the next best.

STEVENS PASS

Mention is made of this pass, not so much because of the pass itself as to call attention to the grand country through which the road from Wenatchee to Everett travels (US 10 Alternate). For the first 35 miles west from Wenatchee the road follows the Wenatchee River, up easy grades, through some of the most pleasant Cascade country, not spectacular, just a happy combination of hills, water and timber. Nearer the pass (summit only 4,061 feet) the hills become mountains and the timber larger if not thicker. If you have occasion to travel this stretch of fine countryside I know you will enjoy every mile of it.

WHITMAN NATIONAL MONUMENT

This Monument has great historical significance as it is one of the most important landmarks along the Old Oregon Trail. There is not much to see except the site of the original mission settlement and the burial ground.

When the *Christian Advocate* published, in 1833, the story of the trip to St. Louis of the Nez Perce and Flathead Indians to ask that missionaries be sent to their people (the incident mentioned in the Montana section), Dr. Marcus Whitman, a graduate physician, offered his services. In company with a small party, escorted by agents of the American Fur Company and the Hudson's Bay Company, the missionary band reached the British post, Fort Walla Walla in 1836. Mrs. Whitman and one other lady in the party were the first white women to arrive in the Oregon country by the overland route.

In 1847 the Whitmans and twelve of their fellow whites were massacred, all mission property was destroyed, and the first christianizing influence in this wilderness was terminated abruptly by renegade members of the local tribes, although most of the Indians had appeared to be friendly. Because of the incident, the U. S. Government, by Congressional act in 1848, extended its jurisdiction to the region, and the Old Oregon became the Oregon Territory.

A monument is located on the site of the old mission, near the burial ground of those who lost their lives in the massacre. Whitman National Monument lies a few miles west of the town of Walla Walla, on US 410.

WEATHER

During the summer months eastern Washington is dry and often hot, 100 degree temperatures are not uncommon in Spokane. Short summer showers may be experienced in the Cascades and west. Between the Cascades and the Pacific summer days are never hot and nights are cool. You are more likely to encounter overcast skies than much rain. June and July are the best months in the Northwest, when skies are clearer, the countryside is greener, and there is less likelihood of forest-fire smoke to fog the air.

WILDFLOWERS

(State flower — "Rhododendron")

In Washington wildflowers grow in such profusion that I cannot commence to cover more than the more spectacular displays. Along the roads and back in the timber on the Olympic Peninsula rhododendron grows everywhere, to a height of 10 to 12 feet, bearing the most exquisite pink flowers you ever saw. In the cut over areas foxglove grows to the unbelievable height of 6 to 7 feet, with 3 to 4 foot spikes of beautifully formed bells. In the high meadows of the Olympic Mountains there is more variety of alpine plants than we have ever found in any other single area.

Washington seems to be a favored spot for pentstemon, both east and west of the Cascades, and they too grow to larger size than in most regions.

On the slopes of Mt. Rainier a greater variety of wildflowers can be found than elsewhere in the State because of the climate "zones" mentioned in the descriptive text about the Park. In late spring the Paradise Valley slopes are blanketed with avalanche lilies, a sight many travelers go great distances to see.

(End Sheet Illustration) LAKE CRESCENT — *Olympic National Park*

Best time of day — after 3 p.m.
(Picture is from north shore road, around west end of lake, looking east)

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN WASHINGTON

JANUARY

No fixed date	at Mt. Rainier	Winter Sports Carnival

MARCH

Easter Sunday	at Blaine	International Service at Peace Arch

APRIL

26th-27th	at Port Townsend	Rhododendron Festival and Carnival
No fixed date	at Tacoma, Sumner, Puyallup	Puyallup Valley Daffodil Festival

MAY

Fourth week	at Tacoma	Yacht Club Races
No fixed date	at Wenatchee	Apple Blossom Festival

JUNE

No fixed date	at Keller	Indian Salmon Derby
No fixed date	at Tacoma	Salmon Fishing Derby Finals

JULY

Third week	at Seattle	Fleet week

AUGUST

No fixed date	at Coupeville	International Indian War Canoe Races
No fixed date	at Bellingham	State Gladioli Show

SEPTEMBER

11th	at Seattle	Salmon Derby Finals
Labor Day	at Port Angeles	Salmon Fishing Derby Finals

OCTOBER

27th	at Bremerton	Navy Day
No fixed date	at Seattle	Symphony Season Opens

(These are not all the annual events in Washington State, but are those most likely to interest the average tourist)

WYOMING SECTION

WYOMING

A State the size of New England and Indiana combined, but with only about one-eighth the population of the City of Philadelphia. Its grazing lands equal the area of Kentucky; its farms total more acres than those of Massachusetts and Connecticut combined; its forests cover more than the combined area of Maryland and Delaware. In total area, Wyoming ranks eighth; in population it ranks forty-seventh. The State extends 356 miles east to west; 275 miles north to south. Area, 97,914 square miles. Highest point, Gannett Peak, 13,785 feet, in the Wind River Range. Mean annual temperature, 42 degrees; mean annual precipitation, 14″. State Capital, Cheyenne.

WYOMING

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	South Dakota border	Moorcroft	16	58 Miles
	Moorcroft	Ucross	14-16	107 "
	Ucross	Worland	16	115 "
	Worland	Greybull	20	39 "
	Greybull	Cody	14-20	54 "
	Cody	Yellowstone Canyon	14-20	94 "
	Yellowstone Canyon	The Tetons	89	116 "
	The Tetons	Jackson	89	20 "
	Jackson	Victor, Idaho	22	24 "
	Victor	Junction Route 191	20 Alt.	51 "
	Junction Route 20-191	West Yellowstone	191	87 "

BLUE and DOTTED BLUE ROUTES — same as the RED ROUTE

PURPLE ROUTE	Colorado border	Laramie	287	27 "
	Laramie	Rawlins	30	117 "
	Rawlins	Moran	287	277 "
	Moran	The Tetons	89	13 "
	The Tetons	West Yellowstone	89	130 "

PRINCIPAL POINTS OF INTEREST IN WYOMING

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

DEVIL'S TOWER NATIONAL MONUMENT ★

(About 30 miles northeast of Moorcroft)

A 600 foot high rock tower that looks like a giant tree stump. In the western edge of the Black Hills area, along the bank of the Belle Fourche River.

FT. LARAMIE NATIONAL MONUMENT

(About 100 miles north of Cheyenne)

Ruins of the old Fort Laramie, one of the most important outposts of the Old West. Its predecessor, Fort Williams, was built in 1834.

GRAND TETON NATIONAL PARK ★★★★

(Northwest Wyoming, just south of Yellowstone)

The Teton Range of the Rocky Mountains is one of the most spectacular and yet, most accessible mountain areas in the West. Ranked by many as the finest bit of mountain scenery in America.

HOT SPRINGS STATE PARK

(Near town of Thermopolis)

A one-mile square park in which are located several hot, mineral springs famous for the medicinal quality of the water. The largest flows more than 18 million gallons of water every 24 hours.

SHOSHONE CANYON AND DAM

(West of Cody a few miles)

A very interesting little canyon and a rather unusual hydro-electric and irrigation project that intrigues the interest of all who travel U. S. 14-20 between Cody and Yellowstone.

YELLOWSTONE NATIONAL PARK ★★★★

(Northwest corner of Wyoming)

The one national park that seems to appeal more universally to all ages and all interests, principally because of the phenomena that are so generously in evidence over this great expanse, the largest of our national parks.

WYOMING

WYOMING is a land of great expanses, high rolling plains, and some of the most rugged country to be found in the West. It is all high country. "Somewhere west o' Laramie" US 30 crosses the Continental Divide at an elevation more than 500 feet above that of Logan Pass in Glacier, but this Divide near Creston is as flat as any of the prairies of western Kansas and eastern Colorado.

Wyoming is the land of the cowboy, high-heeled boots and ten-gallon hats, and the get-up is not atmosphere for the benefit of the tourist — it is the every-day garb of the average native.

There are regions in the State where one can look farther and see less than most anywhere in America, and others, like the Tetons, Yellowstone, and the Wind River Range, which match anything the West has to offer in the way of spectacular ruggedness, untamed mountain wilderness and sheer beauty.

Wyoming was the hunting ground of 12 great Indian tribes who roamed the prairies and camped in the mountain valleys undisturbed until the encroachment of traders and trappers in the early 1800's. The first trading posts were established about 1830, the first permanent one being old Fort Laramie, built in 1834, which served, for years, the wagon train travel to the Oregon country and to the then recently established Mormon settlements in Utah.

After the era of the Mountain Men, ranchers gradually took over the good grass lands of the great open spaces, and Wyoming's great cattle industry was established. It is today the State's largest single activity, and greatest single source of income. It is, truly, the land of the cowboy.

The country through which the planned trips pass is described briefly in the Daily Schedules covering the drives across Wyoming and the details will not be repeated here.

DEVIL'S TOWER NATIONAL MONUMENT

As this rather startling geologic phenomena lies near the route between Mt. Rushmore and the Yellowstone-Teton country, it can be seen by those traveling west on US 16, by side trip from Moorcroft, and more conveniently by those who may leave the Black Hills via US 14. My only recommendation is this — if you can see the Devil's Tower without having to steal the time from either Mt. Rushmore or Yellowstone, stop by the Tower. It is distinctly different from anything you will see in the West.

The Tower, a huge mass of gray rock, resembles a gigantic tree stump 600 feet high, rising out of a rock ridge that is, in turn, about 600 feet above the Belle Fourche River which flows nearby. Not only does the Tower resemble a tree stump in contour and shape, its sides are ridged like a rough-barked tree, although with more regular fluting. At the base the Tower is about 1,700 feet in diameter, with a top diameter varying from 60 to 100 feet, as the top is elliptical in shape.

Devil's Tower has been a landmark from the days of the aborigines. An Indian legend has it that seven little Indian girls, playing where the Tower now stands, were attacked by bears. The tots climbed atop a small boulder imploring, "Rock, take pity on us, rock, save us!"; the rock shot upward, rising until it pushed the beleagured children into the sky where they remained, and became what we know as the stars the Seven Sisters, or the Pleiades.

Incidentally, Devil's Tower is our oldest national monument, having been established by President Theodore Roosevelt in 1906, prompted, I suspect, by his familiarity with the territory acquired when he was a Dakota rancher.

FORT LARAMIE NATIONAL MONUMENT

Frankly, this attraction is not sufficiently "scenic" nor of enough importance to take the traveler far off his route, but you who travel US 85 between Cheyenne and Mt. Rushmore can include this historic old site near the junction of the Laramie and North Platte Rivers, only 13 miles off the route, west from the town of Lingle.

Today this deserted, decaying remnant of a former glory still has many interesting old buildings, some of them not too much changed since

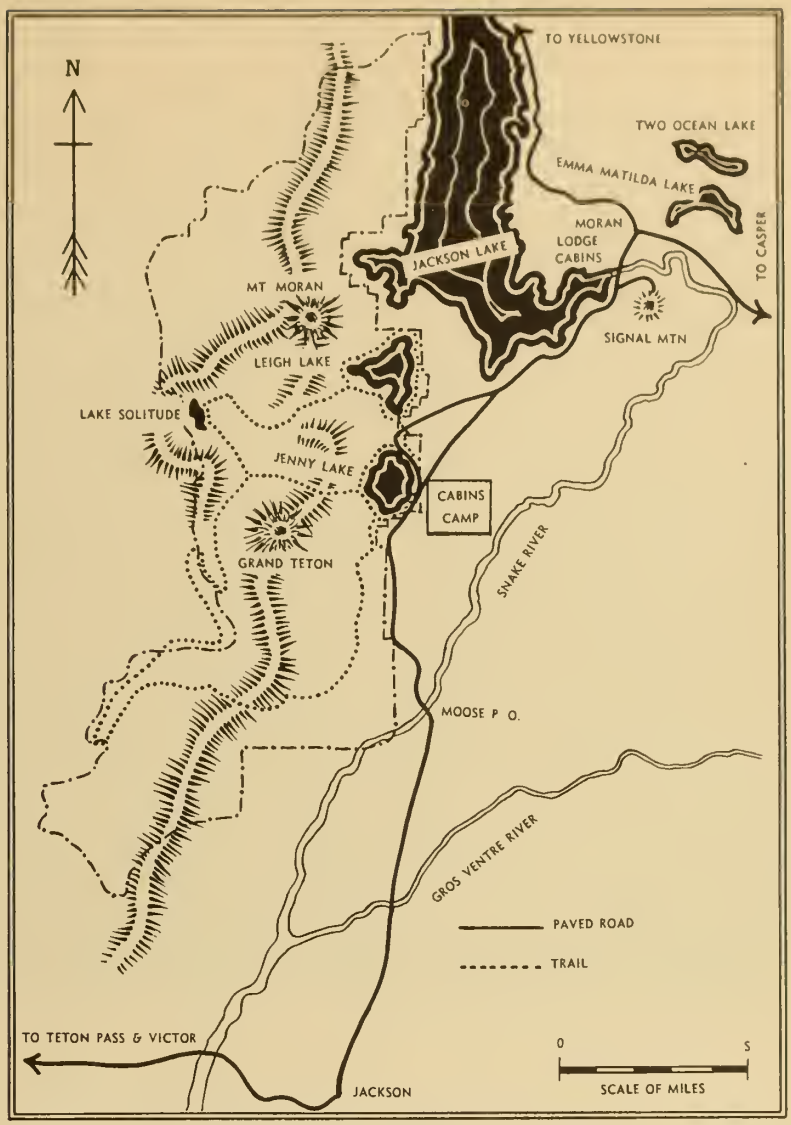
the troops lowered the flag and marched away. Among the structures still standing are the Sutler's Store, supposed to be the oldest building in Wyoming; the Enlisted Men's Barracks, today used by the Monument staff; and Old Bedlam, the officers' club.

As you stand among these deserted monuments to a bygone era it is difficult to realize that at one time this was a beehive of activity; wagon trains stopping to re-provision and rest; trappers and traders in from the wilds after months without human companionship; a motley lot of Indians loitering about, some just curious, others casting furtive eyes on possessions that would soon be tribal booty. Yes, old Fort Laramie saw much of the parade that helped build the West.

GRAND TETON NATIONAL PARK

The Teton peaks, for which the Park is named, were called by French trappers, "les trois Tetons" (the three breasts)) to which they gave the individual names of Grand, Middle and South Teton.

As national parks go, this one is small, but packed into these 150 square miles are more rugged peaks, more beautiful lakes, and more real mountain "atmosphere" than one can find anywhere else in the West in any area of even two or three times the size. Within the Park are more than a dozen sharp peaks that rise to over 11,000 feet, the highest being the Grand Teton (13,766 ft.) and several others at 9,000 to 11,000 feet that would be spectacular sights if not over-shadowed, as they are, by more majestic neighbors. The Tetons look as you think mountains should — tall, sharp, rocky, and a little forbidding.



GRAND TETON NATIONAL PARK

The illustrations portray sufficiently, I hope, the grandeur that is peculiarly the Tetons, rising abruptly some 7,000 feet above the clear blue waters of beautiful Jackson Lake. Besides Jackson, there are several other lakes in the region — Jenny Lake in the center of the eastern edge of the Park; Leigh Lake, between Jenny and Jackson; Phelps Lake, in the southern portion; Bradley and Taggart Lakes, between Phelps and Jenny; and

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TETON MOUNTAINS — *across Jackson Lake*

Best time of day — any time before noon (This shot made in early July)

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

THE TETONS — *Mt. Moran and sister peaks across Jackson Lake*

Best time of day — before 11 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

charming Lake Solitude, tucked far back and high in the mountains northwest of the Grand Teton.

The happy combination of rugged mountains, deep canyons, lakes and gushing streams, all under a vivid Wyoming sky, leaves little to be desired in what one expects from grand mountain country. Just the drive along the shore of Jackson Lake, up the road to the top of Signal Mountain, and then a stroll along the shores of Leigh and Jenny Lakes will satisfy most visitors that they have enjoyed one of their grandest experiences in the great outdoors. But there is more to do and see if you have the time. The full page illustration shows the range much as it appears from several spots along the shore of Jackson Lake. Mt. Moran (12,594 ft.) is the blunt topped peak to the right, adjoined on the left by Mt. Rockchuck, Mt. St. John, Mt. Owen, and the Grand Teton, partially obscured by Teewinot which is often mistaken for the Grand Teton.

The illustration of a portion of the range was shot from a higher elevation, part way up the Signal Mountain road. The Lake Solitude picture shows just a tip of the Grand Teton breaking through the storm clouds. The fourth illustration shows the Grand Teton back of the quaint little Church of the Transfiguration at Moose, near where the road to Jackson crosses the Snake River. The Church is open to visitors, who are deeply

LAKE SOLITUDE — *deep back in the Teton Range*

Best time of day — after 3 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

impressed with the view of the mountains through the plate glass window back of the altar in the west end of the interior.

Two of the most popular trails in the Park go back through the two principal canyons shown best in the picture taken from the slope of Signal Mountain. They join at Lake Solitude, forming a loop trip of about 23½ miles. The shorter of the two is up Cascade Canyon, a distance of 9 miles. The other goes back in through Indian Paintbrush Canyon and covers about 14½ miles in getting to Solitude. The Cascade Canyon trail starts at Jenny Lake, but you will save some hiking by driving to Leigh Lake for the start on the Indian Paintbrush trail.

A shorter trail trip is the 2.7 mile hike up Cascade Canyon to Hidden Falls, a most delightful bit of rugged mountain scenery. If you want to take a more extended trail trip, make the entire circuit of the Park over the Indian Paintbrush, Skyline and Death Canyon trails. If you are not accustomed to long hikes and some climbing, it is advisable to let a horse do the work except on the nearby, short trips.

Aside from the viewpoints along the lake shores, a fine and different view of the mountains can be had from a point east along US 287, about four miles from that road's junction with US 89, just north of Moran. Sizeable aspen, the winding Snake River and towering Mt. Moran in the back-

GRAND TETON — *Church of the Transfiguration*

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

ground combine to make a most pleasing picture — to see or to shoot.

I must not forget one little experience that can be yours, without too much effort. The Jackson Hole country is well populated with elk which one can see on drives over some of the back roads. But the prize find is moose, which I have always seen on every visit to one of their feeding grounds which you can locate without too much difficulty. As you drive south from the Jenny Lake store and past Park headquarters to the west of the road, the road curves to the left to Moose and the Snake River bridge. At the foot of the little hill and just before you swing left, take off to the right (it is really almost straight ahead, as I recall) on a little dirt road through the sage toward a clump of aspen and pines. About a quarter mile into the timber you will find a lily pond 100 yards or so to your left. About sunup or just before sundown moose are usually belly-deep in the water, munching on the lily roots. On my last trip a bull, cow and calf were having a family feast among the pads, although the cow got the calf to the far shore as soon as she scented or saw me, but the bull refused to be disturbed.

It is difficult to refrain from going on for pages extoling this grand Teton-Jackson Hole country, but I must leave some of the experiences for surprises and as a bonus. Thousands of travelers visit Yellowstone and never go near the Tetons, not from lack of interest but from lack of knowledge of what they are missing. Do not make that mistake, for no other single spot will be remembered longer, more vividly, nor with more pleasant memories.

Season. The official season is June 15th to September 15th, although roads are usually open a little earlier (the one exception might be Teton Pass), and two to four weeks later.

Accommodations. There are no accommodations except campgrounds within the Park boundaries but there are several "just across the street," so to speak. If you approach the Tetons from the north, Moran provides excellent cabins and meals, and ranch-type accommodations are available along the road, intermittently, all the way to Jackson, which has several cabin courts and an excellent hotel. There are three ranch-cabin resorts near Jenny Lake, one just before the road swings alongside the lake, another practically on the lake, and the third near the Jenny Lake store.

Photographic suggestions. As the four illustrations are typical of the best light angles and time of day for best shooting, follow the data given with them. Three of them are morning shots, as all should be from east of the mountains.

The light for Lake Solitude shots is best after 3 p.m. and gets better as the day wanes. A shot of Mt. Moran up the Snake River with the aspens (mentioned early) should be made at the same exposure as the full page illustration, and before 10 a.m. If you want reflection shots across Jackson Lake get there before 7:30 a.m. as breezes usually start to stir soon after, rippling the water and destroying its mirror-like glassiness. The full page illustration was made in a stiff breeze, to get a "corrugated" water pattern.

SHOSHONE CANYON AND DAM

This is of interest only to those traveling US 14-20 between Cody and Yellowstone, for the sight, while most interesting, is not such as to justify any side trip or detour.

About 7 miles west of Cody this 328-foot high, 200-foot wide dam sets like a wedge in the narrowest part of Shoshone Canyon, impounding water to irrigate about 300,000 acres of normally parched land. The highway through the canyon clings to the north wall and through tunnels, high above the churning waters of the Shoshone River. Park west of the dam and walk back to where the by-passed water pours into what appears to be a bottomless hole in the side of the cliff. The sight will justify a few minutes pause.

About 23 miles west of the dam keep an eye out for Wapiti Ranger Station at the side of the road — it is the oldest forest ranger station in the United States. If you travel this route be sure to read the Daily Schedules for hints as to what is to be seen in the Shoshone National Forest country, between Wapiti and the Sylvan Pass entrance into Yellowstone.

THERMOPOLIS HOT SPRINGS

This attraction is not included in any planned trip but many travelers approach Yellowstone through Casper, Shoshone and Thermopolis to Cody, and then west to Yellowstone. If you should travel that route, by all means visit Hot Springs State Park, on the outskirts of town. The mile-square area is best known for its famous Big Horn Spring, a 25-foot diameter hole from which more than 18 million gallons of 135-degree water pours every 24 hours. Another, and much smaller one is Black Sulphur Spring, but one much favored by the Indians who came (and still do) to drink and bathe in these medicinal waters that have helped countless sufferers afflicted with rheumatic ailments.

YELLOWSTONE NATIONAL PARK

This vast wonderland, one and a half times the size of the State of Delaware, is one of Nature's secret laboratories — a land of mystery and wonderment, and a delight to young and old.

The seething cauldron underneath this great 7,000 to 8,500 foot high volcanic plateau produces phenomena that run the gamut from little steam vents the size of a pencil to big-throated Old Faithful Geyser, and from gurgling mudpots to hot-spring terraces. Hot and cold water often run side by side, almost as close as the faucets in your bathtub.

There are about 3,000 geysers and hot springs in Yellowstone. Most of the best are found in areas that are readily accessible by car — the Norris Geyser Basin, lying along the road between the Canyon and Norris Junction; the Upper, Midway and Lower Geyser Basins between Madison Junction and Old Faithful. Smaller displays may be seen near Thumb Junction. Others reached by trail are the Shoshone Geyser Basin, almost directly south of Old Faithful about 6 miles, and the Heart Lake Geyser Basin, about 15 miles by trail from near Moose Falls, starting near the south boundary of the Park.

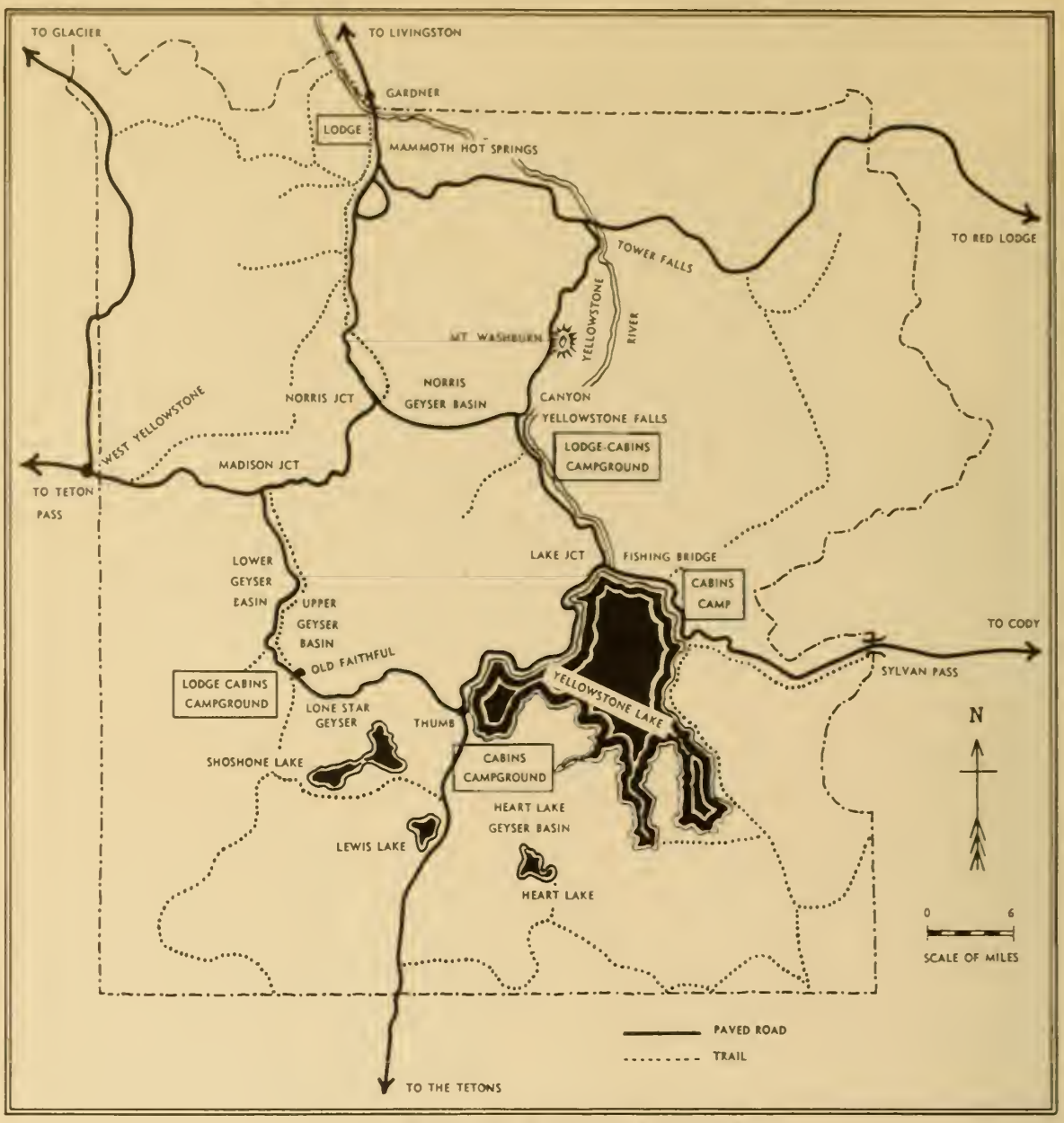
One of the great spectacles of 25 years ago was the Mammoth Hot Springs area at the north side of the Park near Gardner, but in recent years the water has all but ceased to flow, leaving weird, bone-dry terraces that are unusual and fascinating in form but devoid of the color that was once one of their main attractions. If lack of time makes necessary passing up some areas of the Park, I suggest you skip the Mammoth area.

Because of the great difference in the structure of the "plumbing system" of the geysers, their behavior varies from the average interval of 55 minutes for Old Faithful to the Lioness Geyser which formerly played once in two years.

The geysers that erupt frequently and at more or less regular intervals are *Old Faithful,* interval between eruptions 35 to 80 minutes, the more overdue it is the longer and higher the eruption; *Grotto Geyser,* interval 2 to 5 hours, but it is always steaming; the *Daisy Geyser,* interval 80 to 105 minutes; and the little *Jewel Geyser* which lets go with a blast about every 5 minutes; the *Little Cub Geyser,* interval 1 to 2 hours; the *Grand Geyser,* interval 16 to 20 hours, but if you catch a play you will see one of the grandest of all eruptions, to a height of about 200 feet, lasting from 30 to 45 minutes. The height of eruption is 30 to 50 feet above that of the average of Old Faithful.

Not far behind the geysers in interest are the hot water pools, many of them spectacularly colorful. The most admired are the *Crested Pool,* the *Emerald Pool, Morning Glory Pool,* and the *Sapphire Pool.* The geysers and pools listed are all in the basin to the north of Old Faithful.

The waters of pools and geysers vary in temperature from 156 degrees in the Emerald Pool to



YELLOWSTONE NATIONAL PARK

203 degrees in Jewel Geyser. The water leaves the throat of Old Faithful at 200 degrees, so do not get too close nor where the wind will drench you with spray. Nothing serious, but uncomfortable.

If there were no geysers the Yellowstone River, the Canyon and Yellowstone Falls would be sufficient attractions to justify the area being a national park. There are several canyons in the Park but the Grand Canyon of the Yellowstone is that stretch from the Falls northeast down the River — the most emotionally stimulating view of which is secured from Artist's Point where one looks up the River and Canyon to beautiful Yellowstone Falls, a great sheet of water that plunges 308 feet to the river below, nearly twice the height of Niagara. The Upper Falls (near the bridge across the river) drops more than 100 feet with a deafening roar. The Daily Schedule suggests several vantage points from which the Falls may be viewed, and you will enjoy them all. The illustration shows the Falls as seen from the Red Rock trail, on the west bank. The illustration of the top of the Falls shows the platform at the bottom of the long stairway that leads down from the west side. This spot is an excellent one for

closeup movies of churning water. The most spectacular 100 feet I ever shot was a roll of color in slow motion of the water as it broke over the cliff at this point. See Yellowstone Falls and Canyon in the morning — the earlier the better.

Other falls, but much less spectacular of course, are *Tower Falls,* deep in a canyon and fully lighted only before 10:30 a.m. It has a drop of 132 feet and would be considered quite a falls except for its competition. Other falls and cascades that may interest you are *Lewis Falls* (west of the road) between Thumb and the south entrance, *Gibbon Falls,* between Norris and Madison Junctions, the *Kempler Cascades,* between Old Faithful and Thumb, and *Moose Falls,* near the south entrance.

Yellowstone Lake is not the least of the Park's attractions. It is the largest lake in America above 7,000 feet elevation. This 138 square miles of vivid blue water is especially impressive when seen from the high road that comes into the Park from Sylvan Pass, the Park's east entrance. The road along the north shore to Lake Junction and then south along the west shore to Thumb is, perhaps, the most beautiful drive within the Park.

These pages can by no means describe all the attractions in Yellowstone but what has been listed are the major points of interest and all any traveler will have time to see in one short visit. The roads in the Park are excellent, helping one cover the great expanse with ease and in minimum time. Regardless by what entrance you enter the Park, make all the south "loop" drive, it covers the heart of the Park. If you have the time make the other loop from the Canyon to Tower Falls to Mammoth to Norris Junction, but it offers much less than does the other circuit. For years the drive to the top of Mt. Washburn was considered one of the highlights of every Yellowstone trip, but the road has been closed for some time now and I do not know whether or not if it is to be reopened. You get almost the same views, from a slightly lower elevation, over Dunraven Pass between the Canyon and Tower Falls.

LOWER YELLOWSTONE FALLS

— from West Rim of the Canyon

Best time of day — before 10 a.m.

SUGGESTED EXPOSURES — see Photographic Data page

Group A f/16	Group B f/22	Group C f/32
Group MA f/20	Group MB f/29	Group MC f/40
Group CA f/9	Group CMB f/11	Group CC f/32
	Group CD f/14	

No mention of trail trips is being made as they are of interest only to those who can spend several days at Yellowstone, and the trails lead to few places that offer much that is new or more varied than can be reached by car and short hikes. The Daily Schedules suggest the direction of travel inside the Park. Read them carefully, for I assure you that such schedules will help you see the most to the best advantage.

Season. The official season is June 20th to September 10th, although the Park is open to motor travel from May 1st to October 15th.

Accommodations. The map indicates the location of the principal accommodations. The hotels are at Mammoth Springs, Old Faithful and at the Canyon, all open from June 20th to September 12th. The Lodges at Old Faithful, the Canyon and Tower Falls, and the cabins at Old Faithful, the Canyon, Fishing Bridge and Thumb are all open during the same period. Outside the Park there are accommodations at Gardner and many, varied and assorted, at West Yellowstone. Campgrounds are located at all the previously mentioned areas, for those of you with trailers or camping equipment.

Photographic suggestions. There is little I can add to the data given with the illustrations except to emphasize that the time of day stated as "best" means just that. Tower Falls is strictly an early morning shot. Yellowstone Falls and Canyon are best for color early in the day, but can be shot satisfactorily in black and white until mid-afternoon, but with inferior results. If you make shots of extensive areas like Norris Geyser Basin, under-expose slightly, to definitely register the steam. For black and white a K2 filter will greatly improve shots of the geysers, especially Old Faithful, by darkening the sky to provide a better silhouette. Use one of the recommended filters for color shooting in Yellowstone.

AT TOP OF YELLOWSTONE FALLS

Best time of day — after 1 p.m.

SUGGESTED EXPOSURES —

		Group A f/12.7
Group B f/18	Group C f/25	Group MA f/16
Group MB f/22	Group MC f/32	Group CA f/7
Group CMB f/9	Group CC f/25	Group CD f/11

WEATHER

During the summer months Wyoming is dry and warm — hot in the eastern portion but usually very comfortable in the Yellowstone-Teton area. Jackson Hole is about 7,000 feet above sea level and most of Yellowstone is between 7,000

OLD FAITHFUL GEYSER — *Yellowstone*

Best time of day — good all day

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/14	Group B f/20	Group C f/29	Group MA f/18	Group MB f/25
Group MC f/36	Group CA f/8	Group CMB f/10	Group CC f/29	Group CD f/12.7

and 8,500 feet. You will cross the Continental Divide in Yellowstone but it will hardly be noticed unless you see the sign. Elevation 8,522 feet.

You may experience some cloudy weather and a few showers around Yellowstone and the Tetons, but no protracted rains.

WILDFLOWERS

In general, Wyoming's wildflowers are rather few and far between. The exceptions are along the Shoshone River, between Cody and Yellowstone, where you should find buttercups, lupine, and along the stream banks many displays of monkeyflowers. Scattered among the sagebrush in Jackson Hole giant yellow daisies grow rather profusely, and here and there are sizeable patches of pentstemon. The Teton country has more than its share of Indian paintbrush, especially back in the canyons. But in all this area, Teton Pass is the prize — we have never been over it in summer but that the summit and the high slopes were vividly spotted with a greater variety of wildflowers than we have found elsewhere in the State.

Fringed gentian can be found in Yellowstone in the Lower Geyser Basin I know, and perhaps in other areas we haven't discovered. I mentioned in the Montana section the rank growth of bluebells between Cooke City and Beartooth Lake, on the road to the Beartooth Mountains. In the Daily Schedule I suggested that there is usually a wonderful display of flowers near the summit of Togwotee Pass, east of Moran on US 287, in late June and early July,, with marsh marigolds in great number.

CALENDAR OF PRINCIPAL ANNUAL EVENTS IN WYOMING

JULY

2nd-4th	at Cody	Cody Stampede
3rd-4th	at Gillette	Gillette Round Up
3rd-4th	at Lander	Lander Pioneer Days
First week	at Jackson	Jackson Hole Frontier Days
Fourth week	at Cheyenne	Frontier Days

AUGUST

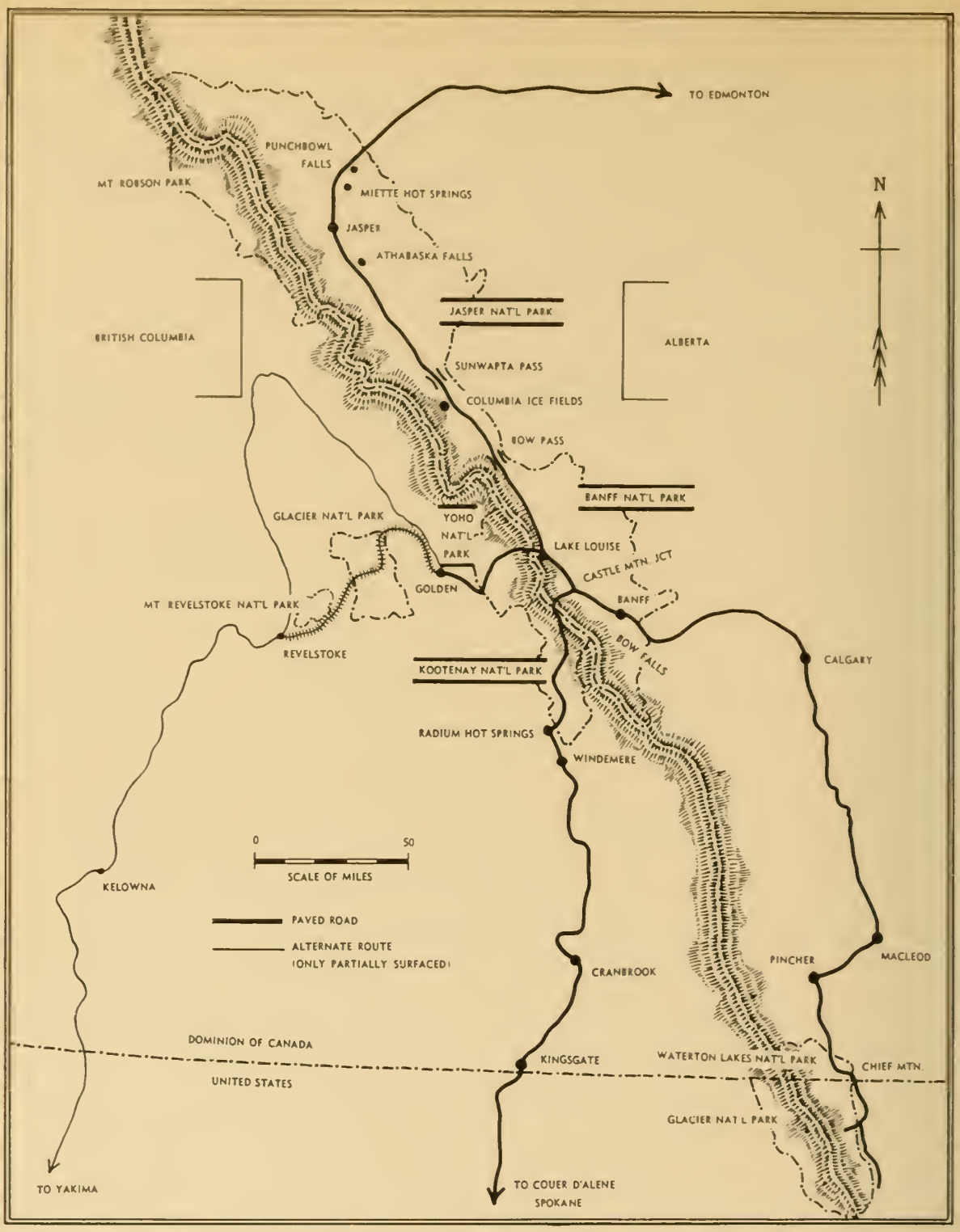
9th-11th	at Jackson	Jackson Hole Rodeo
Third week	at Casper	Wyoming-on-Parade

SEPTEMBER

Labor Day	at Thermopolis	Night Herd Rodeo and Pageant
First week	at Pine Bluffs	Laramie County Fair
First week	at Rawlins	Carbon County Fair
Second week	at Douglas	Wyoming State Fair

(*These are by no means all the annual events within the State but are those most likely to interest the average tourist*)

CANADIAN SECTION



CANADIAN ROCKY MOUNTAIN AREA

The "Land of the Maple Leaf" has no more exquisite beauty spots than can be found in the Canadian Rockies, and in the Banff and Jasper National Park areas in particular. This territory, whose rugged peaks rise abruptly from the vast plains that extend 800 miles to the east, is virgin, primitive, and unspoiled, yet is easily accessible. To the east of Banff and Jasper lay the great wheat lands of Alberta Province. To the west of the Continental Divide the Province of British Columbia is one vast domain of timber, lakes and rain-drenched mountains of the Coastal ranges. It is expansive country, with a peculiar charm that is immediately perceptible.

CANADA

ROUTES — ROUTE JUNCTIONS — DISTANCES

(Suggested direction of travel indicated by the order in which names are listed)

	FROM	TO	ROUTE NO.	DISTANCE
RED ROUTE	Chief Mountain (Customs)	Waterton Lakes	6	19 Miles
	Waterton Lakes	Pincher	6	39 "
	Pincher	Macleod	3	30 "
	Macleod	Calgary	2	108 "
	Calgary	Banff	1	85 "
	Banff	Lake Louise	1	43 "
	Lake Louise	Jasper	1A	149 "
	Lake Louise	Castle Mountain Junction	1	19 "
	Castle Mountain Junction	Radium Hot Springs	1B	68 "
	Radium Hot Springs	Cranbrook	4	99 "
	Cranbrook	Kingsgate (Customs)	3	57 "
	WESTERN CANADA			
	Blaine (Wash.)	Vancouver, B. C.	99	33 "
	Vancouver	Nanaimo	Ferry	
	Nanaimo	Victoria	1	78 "
	Victoria	Port Angeles	Ferry	
	MISCELLANEOUS SIDE ROUTES			
	Lake Louise	Kicking Horse Pass	1	16 "
	Lake Louise	Golden	1	57 "

PRINCIPAL POINTS OF INTEREST IN WESTERN CANADA

(Stars indicate relative importance, based on tourist attendance and my personal appraisal)

BANFF NATIONAL PARK ★★★★
(North of western Montana)

In the heart of the Canadian Rockies, best known for its beautiful Lake Louise

GLACIER NATIONAL PARK
(Accessible only by rail)

A primitive, untamed region that appeals to those who prefer to get off the beaten path

JASPER NATIONAL PARK ★★★★
(Joins Banff on the north)

A continuation of the Banff area with sufficient difference to make it distinctive. Columbia Ice-fields one of the big attractions

KOOTENAY NATIONAL PARK ★
(Joins Banff on the west)

Fine mountain country but not as sharp and rugged as that east of the Continental Divide

MT. REVELSTOKE NATIONAL PARK
(West of Banff and Glacier)

Interesting country but not a very severe rival of the Banff and Jasper territory

VANCOUVER ★★
(Southwest corner of British Columbia)

As a city has few attractions but is the starting point for many interesting and unusual trips inland and up the coast

VICTORIA ★★★★
(On Vancouver Island)

One of the most "British" of Canadian cities and a most popular tourist attraction. Capital of British Columbia

WATERTON LAKES NATIONAL PARK ★★
(An extension of Glacier National Park in Montana)

A small area, as national parks go, but contains some of the most rugged mountain country in this part of the Rockies

YOHO NATIONAL PARK ★
(Just west of Banff National Park)

Some of the finest scenery found on the west slopes of the Rockies but not comparable to Banff and Jasper

CANADA

OUR FRIENDLY NEIGHBOR to the north, the land of the Maple Leaf, boasts of much grand scenery that rivals, in a friendly sort of way, some of the best western America has to offer.

With a land mass almost 25% greater than that of the United States, Canada has less than 1/9th the population, and in western Canada populated centers are rather few and far between.

If you haven't visited western Canada you will want a suggestion as to what to anticipate. I sincerely hope that no one takes even the slightest offense at my remarks, but I am going to tell you, frankly, what I would have appreciated knowing before my first trip into this intensely interesting country.

You will be in a "foreign" country but not among "foreigners." Except for a slight accent here and there and the somewhat strange looking currency you would hardly know you had left the States. One of your first impressions will be that the average standard of living across the border is a little below that to which you have been accustomed, but everybody seems to be comfortable and optimistic. The people are friendly, helpful and, perhaps, slightly envious of their more prosperous cousins to the south.

The country is majestic and unspoiled, but do not expect it to be out of this world. Most of our impressions of the scenic areas have been acquired through literature produced by press agents whose job it is to make every mountain seem higher, every lake bluer, and every experience the thrill of a lifetime. Perhaps I had misinterpreted some of the superlatives, but until I learned better by personal contact, my impression was that the Canadian Rockies were bigger, higher and more awe-inspiring than anything in the States. As I mentally pictured the country, the mountains climbed higher and higher as one went north, and that the valleys and meadows would be at elevations rivaling some of our peaks. The fact is they are not — few peaks even approach the height of the Colorado Rockies, and the valleys are correspondingly lower than in our "high" country. The Kicking Horse Pass, over the Divide, is only a few feet higher than the city of Denver, and the town of Jasper is about the elevation of Rapid City, South Dakota.

The mountains are beautiful and they are dramatic, but none of them will make you feel like apologizing for the best Glacier, Rocky Mountain and Yosemite Parks have to offer. You should see the Canadian Rockies because they are different, because they have a character all their own, and because the experience will be stimulating, I assure you.

I was slightly disappointed in the appearance of some of the lakes and rivers for there is little blue water, as most of them are fed by melting glaciers, the sediment from which gives the streams a cloudy, soapy, pea-green color.

Do not expect to see a red-coated, gold-striped, black panted Royal Canadian Mountie at attention around every turn of the road. You will be lucky to find one, or more than one, but if there is occasion, you may be sure he will find you. The members of this famous force are so picturesque and they add such vivid accents to the general scene that I think Canada should have more of them assigned to frequented tourists areas — for decoration and the information service they could provide. In our national parks a ranger is never far away, when one wants information. In Canada you will be lucky to ever sight a recognizable park official. On our last trip to Banff and Jasper we were greeted at the Banff Park entrance by a high school lad in work shirt and levis, who was courteous enough but not too helpful.

The attractions described in these pages are found in two widely separated areas — one being the Canadian Rockies (Banff and Jasper National Parks) north of Montana; the other, Victoria and Vancouver and the Pacific shores of British Columbia. Lest you contemplate driving from Banff to Vancouver, across southern British Columbia, let me discourage any such ideas. I have never driven it but I have talked with many who have and none of them will do it again, at least not until this Canadian road is a first-class highway. The best evidence of the road's condition is the fact that most Canadians who travel between the Rockies and the Pacific do so over American roads, across northern Idaho and Washington. The roads over which the Red Route travels are average to good except for a stretch between Calgary and

Banff, and that may be completed before you get there.

Canadian attractions will be grouped in two sections — the Rockies, and the Vancouver-Victoria area. Map of the latter area is not shown in this section but has been included as a part of the map of Washington State.

Canadian Rockies

To make the descriptions better coincide with the map, what you will see will be described in the order in which they are reached over the Red Route.

WATERTON LAKES NATIONAL PARK

Waterton is an extension of Glacier National Park, and the combined park is known as the Glacier-Waterton Lakes International Peace Park. No illustration of Waterton is shown as it would merely duplicate the characteristic scene that is recognized as typically Glacier. The main difference is that Waterton Lake bisects the Canadian Park section, best seen and appreciated by taking one of the regularly scheduled boat trips to the south end of the lake, where it dips into the northern edge of Glacier.

Two side attractions at Waterton are well worth seeing. One is beautiful Cameron Creek Falls at the west edge of the town of Waterton Lakes. The other is the Akimina Highway, a 10-mile drive from the village to Cameron Lake, a very picturesque spot and one of the best fishing grounds in this part of Canada. This Cameron Lake road is good gravel, with a few rather steep grades.

Season. The tourist season at Waterton Lakes is late June to late September.

Accommodations. The Prince of Wales Hotel, which sits on a high bench north of town with a view down the lake, provides the top accommodations in the area. In the village there are three or four small hotels and a cabin camp, and a very well managed campground, with excellent facilities — good toilets and water supply and good grills and tables under sizeable shelters, large enough to accommodate a picnic party. Eating places in the village are average to poor, no better than the average roadside stand one usually finds in the States.

BANFF NATIONAL PARK

This, the best known of all Canadian parks, is also the one visited by the greater number of travelers, partly, I suspect, because of much publicized Lake Louise.

The country around Calgary is comparatively flat, but as you head west toward Banff the Rockies loom impressively ahead, shrouded in purple haze, for you are many miles away. As you approach the town of Banff, a few miles inside the park boundary, the peaks get higher and they crowd in closer, to form the great Bow River Valley.

If you want to pause for a look at the attractions around the town of Banff, first visit the Cascade Rock Garden near the Administration Building in the heart of town. At the museum near the Bow River Bridge interesting exhibits of the flora, fauna and geology of the area are well worth a visit. If there are children in the party make the two-mile drive to the wild animal "paddocks," the Canadians call them, to see buffalo, elk and bighorn sheep. Other sights are Bow Falls and the Hoodoos, some weird formations along the banks of the Bow River, both within walking distance. Of the many short drives around Banff, perhaps the most popular is that to Tunnel Mountain from where the grand panorama of Banff, the Bow and Spray Valleys is spread before you.

But if you are as impatient to get to Lake Louise as are most travelers, be on your way up Route 1 the 36 miles to Lake Louise Junction, and then the 3½ mile grade west to the Lake.

There is much to see along this 36 mile drive and if you are following the Red Route Schedule you will not be back this way except for the 19 miles of backtracking to Castle Mountain Junction when you leave this side of the mountains over the Banff-Windemere Highway through Kootenay National Park to Cranbrook, Kingsgate and the States.

Keep an eye out for some of the more important peaks — about 2½ miles west of Banff, Mt. Rundle to the southwest is more impressive than its 9,800-foot height would seem to indicate. As you approach the Pipestone River Bridge, just short of Lake Louise Junction, Mt. Temple to the south rears its 11,636 feet into the blue — one of the highest peaks along the Banff-Lake Louise road.

LAKE LOUISE — *and the Victoria Glacier*

Best time of day — before 10 a.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/12.7	Group B f/18	Group C f/25	Group MA f/16	Group MB f/22
Group MC f/32	Group CA f/7	Group CMB f/9	Group CC f/25	Group CD f/11

IN THE CANADIAN ROCKIES

— near Banff-Jasper Highway

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page

Group A f/11	Group B f/16	Group C f/22
Group MA f/14	Group MB f/20	Group MC f/29
Group CA f/6.3	Group CMB f/8	Group CC f/22
	Group CD f/10	

Your big thrill will come with your first glimpse of lovely Lake Louise (named in honor of Princess Louise, daughter of Queen Victoria), especially if you get there before 10 a.m. The real spectacle is before 7:30 a.m., before morning breezes ripple the water and destroy the perfect mirror the Lake can be early in the day. Lake Louise has not been oversold — it is the most beautiful single spot in the Canadian Rockies — a lake that is large enough to be impressive yet small enough to give a feeling of intimacy, and the "V"-shape of the mountain slopes frame the famous Victoria Glacier most dramatically. The Lake lies at an elevation of about 5,700 feet, surrounded by peaks that range from Mt. Fairview's 9,011 feet to 11,365 foot Mt. Victoria.

Although the best general view of the Glacier is directly across the full length of the Lake, the trail through the timber around the north side of the Lake leads to the foot of the Glacier and closer views of the mountains. One of the best short hikes is to the little tearoom perched high on the slopes to the right of the Glacier, at a point just outside the right edge of the full page illustration. This is quite a climb but not too strenuous.

Above Lake Louise and to the west are the "Lakes in the Clouds" — Mirror and Agnes — which can be reached over a 2½ mile trail and a climb of about 1,200 feet, from Lake Louise.

Two side trips from Lake Louise are quite popular, and the first, to Moraine Lake, is a must. The Moraine Lake road turns off the spur road from Lake Louise Junction to the Lake, and it is, as I recall, only about 7 miles back into Moraine Lake and the Valley of the Ten Peaks. This beautiful body of water lies at the foot of a precipitous wall draped with ice-blue glaciers, that arcs around in a horseshoe shape, capped by a series of peaks that appear as watchtowers on a fortress. It is one of the most impressive spots in Banff.

Accommodations at Lake Louise. Top accommodations are at the luxurious Chateau Lake Louise, almost at the water's edge. The flower-

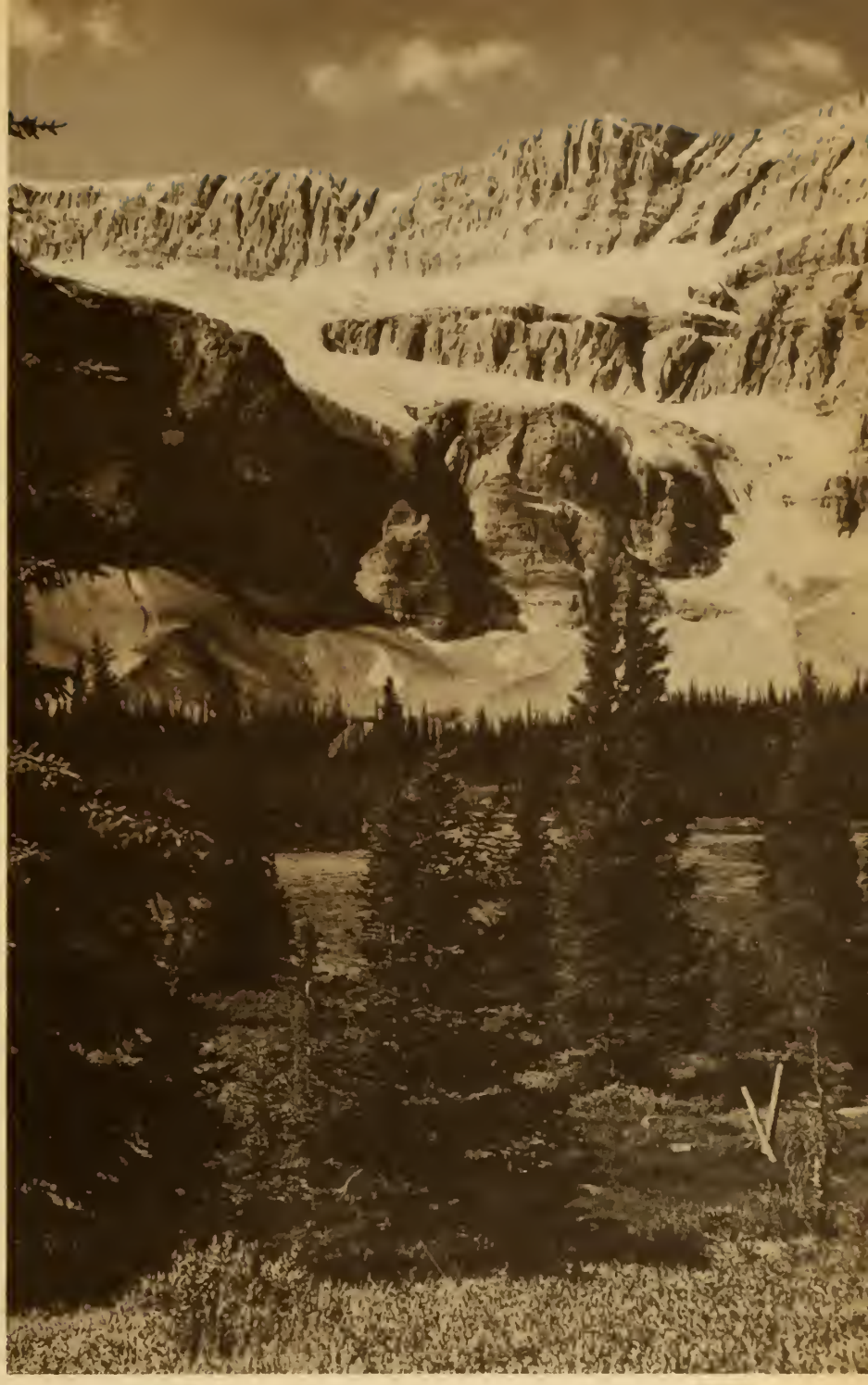
banked terraces and swimming pool somewhat take the edge from one's conception of a primeval wilderness. Deer Lodge offers more modest accommodations, down the road less than a mile from the Lake. Between the Lake and the junction there are small lodges, bungalow camps and camp-grounds, and a cabin camp along the road not far below Lake Louise Junction. Moraine Lodge and bungalows offer modest accommodations if you should care to spend some time in that area.

The second side trip is to

YOHO NATIONAL PARK

over the famous Kicking Horse Pass, and down the western slopes of the mountains. It is an interesting trip but if making it means stealing time from what should be spent in Banff and Jasper, skip it.

The Yoho trip is through rugged, untamed country, and the roads are not as good as the Banff-Jasper highway. After you cross the 5,400 foot Kicking Horse Pass (the boundary between Alberta and British Columbia) the road drops down the old railroad grade for miles through big canyons and big country. To the west you may see the railroad tunnels in the mountainside where trains enter at one level, wind around inside the mountain for a while and then exit from another tunnel high up the cliff. Many of the more spectacular spots in Yoho are reached only by trail and pack trip, one of the most popular being to Lake O'Hara and Sherbrooke Lake. To many, Lake O'Hara is a close rival of Lake Louise, where the filmy, watery sheet of the Seven Sisters Falls dropping over the wide cliff from Lake Oesa is one of the delightful sights in this area. One of the most accessible and best-liked areas in Yoho is reached by the 11-mile drive from Field to the Yoho Valley, past the confluence of the Yoho and Kicking Horse Rivers, to Takakkaw Falls, the Canadian rival of Yosemite, plunging over the 1,800 foot high cliff to the Yoho River below. From the Lodge, near the end of the road, a loop trail leads up the valley to Twin Falls and Yoho Glacier, past



CROWFOOT GLACIER

— along Banff-Jasper Highway

Best time of day — before noon

SUGGESTED EXPOSURES — see Photographic Data page

Group A f/11	Group B f/16	Group C f/22
Group MA f/14	Group MB f/20	Group MC f/29
Group CA f/6.3	Group CMB f/8	Group CC f/22
	Group CD f/10	

Laughing and Bridal Veil Falls, returning over the spectacular High-Line Trail at points 1,500 feet above the valley floor. Another worth-while sight out of Field is Emerald Lake (about 7 miles), dominated by majestic Mt. Burgess.

There are few accommodations in Yoho except at Field, and the Lodges at Lake O'Hara and Emerald Lake.

You will have to return from Yoho to Lake Louise to continue north to Jasper.

THE BANFF-JASPER DRIVE

For the average tourist on limited time, a visit to the town of Banff, a stop at Lake Louise, and the drive from Lake Louise to the town of Jasper will about complete his sight-seeing in the Canadian Rockies. And this will not be just scratching the surface. All that could be added would be pack trips into the back country and they would not expose you to much that is so startlingly different as to justify the time and effort. It is not the change of scene that one gets by going from the Black Hills to Yellowstone, nor from the Colorado Rockies to Bryce or Zion, for instance. If one is making a prolonged stay in this great region of mountain grandeur then the side excursions would complement what the average tourist sees by car and short hikes.

The one exception might be the delightful trail trip 32 miles from Jasper to 16-mile long Maligne Lake, lying between two great ranges and described by many as a happy combination of the beauty of the European Alps and the Norwegian fjords. Not having been to Europe I cannot verify the comparison, but Maligne Lake is one of the prize spots in Jasper National Park. I should mention that Miette Hot Springs, 38 miles beyond Jasper on the road to Edmonton, is a popular resort area, somewhat typical of all such resorts, but offering nothing spectacular in the way of scenery. The country flattens out rapidly as one travels east from the mountains.

I believe a listing of the more important and identifiable sights up the Banff-Jasper Highway will serve a helpful dual purpose — first to give a synopsis of what there is to see, and second, to serve as a guide to the landmarks as one makes the drive. The following listing is in sequence from Lake Louise Junction (near the railroad station) north toward Jasper, and the mileage given is from the Junction. This 149 mile drive can be made easily in a day, with a leisurely stop at Bow Pass for the short one mile hike for the view of Peyto Lake; a stop for lunch at the roadside tearoom just beyond the Saskatchewan River Bridge; for the side trip and plenty of time at the Columbia Ice-fields; and for numerous stops along the way, wherever you want a better look and pictures.

MILES	
3.5	Herbert Lake, to the west.
8	Waputik Peak and Range to the west, Mt. Hector to the east.
12	Hector Lake viewpoint, lake to the west.
21	Crowfoot Glacier, across the valley to the west.
23.5	Bow Lake, Bow Glacier at western end.
26.5	Bow Pass Summit (6,785 feet). Take trail one-half mile west for magnificent view of Peyto Lake and the majestic peaks back of it.
31	Mt. Patterson, across valley to the west.
34.5	Mt. Noyes to the east. Silverton Creek.
37.5	Upper Waterfowl Lake.
38	Mt. Murchison to the north. Lower Waterfowl Lake.
39.5	Mt. Chephen to the west, named for one of the Egyptian pyramids.
43.5	Kaufmann Peaks to the west.
44.5	Mt. Sarback to the west.
49	Mt. Wilson to the north.
50	Saskatchewan River Bridge.
60.5	Mt. Amery to the west.
62.5	Graveyard — gravel flats littered with driftwood that resembles bones. Confluence of Saskatchewan and Alexandria Rivers.
65	Mt. Coleman, forms eastern wall of the valley.
77.5	Mt. Athabaska and glaciers to the west.
80	Sunwapta Pass Summit (6,675 feet) Boundary between Banff and Jasper National Parks.
83	Columbia Ice-fields. A spur road leads to the foot of the glacier which issues from the great Columbia Ice-field, covering 150 square miles and to a depth of 2,000 feet at its thickest. This is the largest known ice field south of the Arctic, a remnant of the Ice Age.
86	Summit View Point, overlooking the deep canyon of the Sunwapta River, with fine views of Mounts Kitchener and Snow Dome to the west.
125	Athabaska River View Point, with the fine panorama of Mounts Christie, Brussels, and Fryatt.
129	Athabaska Falls, where the river drops into the deep canyon spanned by the highway bridge.
134	Whirlpool River Crossing, with grand view of Mt. Kerkeslin to the southwest.
135	Valley of Crooked Trees — lodgepole pines distorted into fantastic shapes.
135.5	Confluence of Athabaska and Whirlpool Rivers.
140.5	Mt. Edith Cavell road — a 19-mile side road to the foot of Angel Glacier on Mt. Edith Cavell.

COLUMBIA ICE FIELDS — *Jasper Nat'l Park*

Best time of day — after 2 p.m.

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/16	Group B f/22	Group C f/32	Group MA f/20	Group MB f/29
Group MC f/40	Group CA f/9	Group CMB f/11	Group CC f/32	Group CD f/14

140.5 Astoria River, which drains the Amethyst Lakes.

148.5 Junction with road to Athabaska River, Old Fort Point, Henry House Memorial, and Lac Beauvert Loop.

149 Town of Jasper (altitude 3,472 feet).

The drive back to Lake Louise will not as nearly duplicate the trip north as you might suspect, as you will be seeing all formations from a different angle and under different light conditions. Aside from the absence of surprise and complete newness, the return trip will be as fascinating as the drive to Jasper.

Accommodations at Jasper. Within the town itself are three hotels. Three miles distant is Jasper Park Lodge, pleasantly situated on the shores of Lac Beauvert. Within a few minutes drive from town are two fine bungalow camps. Campgrounds are located at Jasper and at Patricia Lake, three miles from town, as well as one on the banks of the Athabaska River, about 2 miles east of town.

KOOTENAY NATIONAL PARK

Kootenay is listed because the planned Red Route traverses this national park in getting from Banff back to the States. After traveling the Banff-Jasper highway the country through Kootenay (over the Banff-Windemere Highway) will seem an anti-climax even though beautiful it is.

As the Red Route schedules no stops in Kootenay I will only briefly touch on the high spots of the country through which it passes.

You saw the stretch of country between the town of Banff and Castle Mountain Junction (changed recently to Eisenhower Junction, I believe), in going from Banff to Lake Louise. At Castle Mountain Junction the Banff-Windemere Highway turns west over the railroad tracks then through the timber and at 6.6 miles crosses the highest point on this road (5,660 feet) and then about three miles beyond mounts Vermilion Pass (5,376 feet). From there it is mostly downhill, or so it seems, for the 100 miles to Cranbrook. For the next 20 miles beyond Vermilion Pass there are few identifiable landmarks but at the viewpoint (30.2 miles), to the southeast Mt. Assiniboine looms up conspicuously. At 42.5 miles the road crosses the Kootenay River and then parallels it for many miles, through Kootenay Valley. At 59.4 miles another viewpoint provides a fine panoramic view of the Kootenay River and Valley, the Great Divide and the mountains to the north. A little more than 3 miles beyond, the road

KOOTENAY RIVER — *Kootenay Nat'l Park*

Best time of day — after noon

SUGGESTED EXPOSURES — see Photographic Data page for instructions

Group A f/11	Group B f/16	Group C f/22	Group MA f/14	Group MB f/20
Group MC f/29	Group CA f/6.3	Group CMB f/8	Group CC f/22	Group CD f/10

climbs slightly to cross Sinclair Pass (4,950 feet) and then down grade to Radium Hot Springs and the exit from Kootenay National Park.

The drive from Radium Junction to Cranbrook offers three interesting attractions — Lake Windemere, a popular resort area about 12 miles beyond Radium; Columbia Lakes, the headwaters of the mighty Columbia River; and the town of Kimberly, at which is located the world's largest lead-zinc mine. All of the country is different from that east of the Divide and sufficiently so to keep you wide awake and busy trying to see in all directions at one time.

GLACIER AND MT. REVELSTOKE NATIONAL PARKS

These are not included in the planned trip, but these facts will interest those who would like to see all this great region has to offer. I still advise against any ambition to drive from Banff to Vancouver across southern British Columbia, but you can visit Glacier and Mt. Revelstoke National Parks by driving from Lake Louise through Yoho to the town of Golden, at which point you and your car travel by rail to Glacier, your car proceeding to the town of Revelstoke, and you follow by rail after your visit in Glacier. The best route back to the States from Mt. Revelstoke Park is over Canadian Route 1 to Enderby (73 miles), then Canadian Route 5 to Osoyoos (136 miles) near Oroville, the first town in Washington State across the border, from where the road becomes US 97 south through the Okanogan Valley. The last time I was over this Canadian road it was far inferior to the rather good highway through Kootenay to Cranbrook.

WEATHER

The weather in the Banff-Jasper area is much like that around Glacier in Montana. Days are warm and nights cool, in summer. Contrary to your probable expectations, snow melts from the mountain peaks early in the summer, so the best time to see Banff-Jasper is late June or early July.

WILDFLOWERS

Canada isn't blessed with a profusion of wildflowers although the Jasper area is noted for quite a variety if not showy displays. The flowers are much the same as those along the eastern slopes of the Rockies from Colorado north.

Vancouver-Victoria Area

See the Washington State Map for location of these two cities and the routes by which they are reached. The Daily Schedules for the Red Route gives all the details of routes and ferries. One enters Canada (by car) north on US 99

International Peace Arch
U. S.-Canadian Border

through the very attractive Peace Park in the center of which is located the Peace Arch, shown above, dedicated to more than 100 years of peaceful neighborliness between the two kindred countries. The inscription over the Arch reads "Children of a Common Mother." And you will want to spend a few minutes in the park among the flowers, maintained by the park services of the U. S. and Canada.

VANCOUVER

There is little point in visiting Vancouver with the expectation of finding any foreign atmosphere. Aside from the differences that distinguish all cities, Vancouver might just as well be any American city of comparable size, except for its waterfront activities, and water is everywhere.

Around the city and its environs are many interesting drives and short boat trips — the most popular drive being through Stanley Park, 1,000 acres of primitive woodland, noted for its wealth of foliage and big trees. The circle drive covers 9 miles. Vancouver has some famous bridges — the Lions Gate which leads to Capilano Park and Capilano Canyon, and the suspension bridge that spans it. Horseshoe Bay is only 15 miles by the Marine Drive, after crossing the Lions Gate Bridge. Grouse Mountain, in North Vancouver (a 45 minute drive from downtown) affords expansive views over the city and countryside as far as Bellingham, Wash., to the south and Nanaimo to the west, on a clear day, but do not be too disappointed if the moisture-laden air is a bit too thick for good visibility.

If you have the time you might consider the loop drive of about 200 miles from Vancouver east on Route 1 to Rosedale, then cross the Fraser River and back to Vancouver by way of Harrison Lake and the Fraser River Highway.

Many tourists enjoy the regularly scheduled boat trips from Vancouver north through the Strait of Georgia. The most popular are to:

North Arm, Indian River, a four hour trip.

Bowen Island, a one day trip, with most of the day at the island.

Squamish-Britannia, a one day trip to the head of beautiful Howe Sound, with much of the time ashore.

West Howe Sound, a one day trip, with stops at resorts around the Sound.

From Vancouver, boat trips up the Inside Passage, through the famous fjord country, have been justly appraised as one of the most thrilling experiences one can have in the West, some even preferring them to the more extended cruises on north to Alaska.

A very popular boat-rail trip out of Vancouver is the Triangle Tour, by rail from Vancouver to Jasper (from where Banff and surroundings can be reached by regular bus tours), then by rail west to the Coast at Prince Rupert, and then by boat down the Inside Passage back to Vancouver. This route is well worth the consideration of those who live in the West Coast States and who do not care to drive as far east as Banff and Jasper.

After you have filled your schedule at and around Vancouver, take the ferry to Nanaimo on Vancouver Island, from where you drive the 78 miles along the east shore to charming and picturesque Victoria. If for any reason I were unable to visit both Vancouver and Victoria I most certainly would pass up the former in order to see the latter. Victoria can also be reached by ferry from Seattle, Anacortes and Port Angeles.

PARLIAMENT BUILDING
— *Victoria, British Columbia*

I suggest you plan to see the attractions around Victoria in the following order of importance, but not necessarily in this sequence. If you cannot see them all, consider as a must a visit to the inner harbor and the near by Parliament Buildings (Victoria is the Capital of British Columbia); the world-famous Butchart Gardens at Brentwood; and the Malahat Scenic Drive that rides 1,250 feet above the level of the sea, to Mill Bay.

Add to these experiences a drive through the suburban districts of Oak Bay, Saanich and Esquimalt, to see the little bit of English countryside, with its prim cottages and well-kept gardens. And another drive, to the big timber to the west, parallels the south shore along the Straits of Juan de Fuca to Jordan River.

If time allows, visit Beacon Hill Park for the view across the Straits to the Olympic Mountains; the Nursery Gardens, Goodacre Lake, the Royal Swans, Chinese Bell, the Bowling Green and the Cricket Fields. Mt. Douglas, a seaside playground, and Mt. Tolmie Park are also well worth a look-see, the latter providing a vantage point for fine panoramic views.

Not the least of Victoria's charms are the little shops stocked with fine English china, or Scottish woolens, or antiques (of which there is no end), or imported pipes and smoker's accessories. The larger stores are quite American but not so the inviting little shops.

You will enjoy every minute of your stay at Victoria and will be reluctant to board the car and passenger ferry to Port Angeles (Red Route).

Accommodations. Accommodations are ample and varied around both Vancouver and Victoria, although it will be wise to have advance reservations during the height of the summer tourist season.

VICTORIA

Arthur Brisbane once wrote, "Victoria is as British as Basingstoke and as beautiful in scenery, luxuriant growth of flowers and peaceful quiet as any place on earth." Rudyard Kipling waxed even more ecstatic with, "To realize Victoria you must take all that the eye admires most in Bournemouth, Torquay, the Isle of Wight, the Happy Valley at Hong Kong, the Doon, Sorrento, and Camps Bay; add reminiscences of the Thousand Islands, and arrange the whole around the Bay of Naples, with some Himalayas for the background." I am not sure whether Kipling was attempting to display his familiarity with famous spots around the world or his descriptive powers, but at least he dealt in superlatives that can be discounted somewhat as one does Hollywood "supercolossals." I agree that Victoria is a delightful spot and one every tourist should visit if he gets within 500 miles of the place.

After the busy confusion and congestion of Vancouver it is quite a relief to relax in the quiet and serene atmosphere of old Victoria, where pedestrians may safely cross the street with no more hazard than a brush with a comparatively harmless bicycle, of which there appear to be several times as many as there are automobiles.

WEATHER

The climate around Vancouver and Victoria is very temperate, with golf and such outdoor sports the year around even though within sight of snow-capped mountains. Vancouver has about the same percentage of cloudy and rainy summer days as has Seattle, but Victoria is blessed with more sunshine than Vancouver or the nearby Washington coastal areas.

PLAYING IN THE SUN

It is not the function of this book to promote or publicize any commercial resort nor to present any one resort area as offering more than any other. But those of you who are not familiar with the great Southwest may appreciate a sketchy description of what you can enjoy, during the winter months in this, the Nation's largest wintertime playground.

By the Southwest is meant all that territory through which the Orange Route passes, with especial emphasis on southern Arizona, southern California, California Coastal areas as far north as Monterey and Carmel, the Death Valley resorts and those around Las Vegas, Nevada. As difficult as such an attempt is, I will endeavor to make distinctions between the various localities fairly, all of which I know first-hand, having lived and traveled in the southwest for years.

In Arizona the most popular winter resorts are in the general regions of Tucson and Phoenix, with some as far north as Wickenburg and as far south as Douglas, in the southeastern corner of the State.

In southern California the desert resorts in the triangular area formed by Palm Springs, La Quinta and Twenty-nine Palms are the most popular, and justly so.

In the Coastal areas San Diego and La Jolla offer the highest average daytime temperature, the least rainfall and the most sunshine. Many communities along the Coast north to Los Angeles run the San Diego area a close second and are preferred by many. Los Angeles proper has a wintertime climate not unlike that along the Coast to the south, but it has the very serious disadvantage of being a large city, the kind of place I would stay away from if I were looking for rest and relaxation. It does have the appeals of a large city, if you like such, where there is more to see than do, with the possibility of outdoor activities if you know where they can be enjoyed. Los Angeles is an excellent center from which short trips can be made in every direction, through the surrounding countryside.

Santa Monica attracts many winter visitors but the average daytime temperature is below that of inland cities like Pasadena, Riverside and San Bernardino, although inland cities have cooler nights (often down to 32 degrees or lower) than the beach cities from Long Beach to Santa Monica. You notice I say "average" temperatures, for while I am writing this the high for the day in Santa Monica is 85 degrees, the warmest February 4th in more than 30 years.

Contrary to some press agent implications, you wont do much swimming in the Pacific between November and April, but warm days on the sands are most delightful.

Santa Barbara, 100 miles up the Coast from Los Angeles, enjoys a fine winter climate although not quite as warm as the San Diego area. It is more or less axiomatic that the climate is most temperate along those stretches of the California coastline where the shore line runs in a more east-west than north-south direction, and Santa Barbara is on one of those east-west strips of coast.

Monterey and Carmel can have as enjoyable weather as cities farther south, but they have much heavier rainfall and more cloudy days. I wish I could guarantee the weather, but if one is making a short stay he has to chance it.

Along the California coast February is usually the month with the greatest precipitation (they don't call it rain), March the next lightest, with January third, and with some rain in December and April, possibly carrying over into May with a sprinkle or two. My favorite month is January although some January's do run counter to the form chart.

To whatever extent Death Valley can be designated a resort, it is strictly a wintertime playground (and I use the term playground advisedly) but one quite popular with folk who like to get away from the usual hubbub of the more crowded resort areas.

Las Vegas has in recent years added greatly to its facilities for entertaining and making comfortable wintertime visitors and its winter climate is pronounced unequaled by those familiar with desert weather throughout the Southwest. As you may suspect, Las Vegas has pointed its sights toward the big money, perhaps more than any other area.

Swim or loaf in the sun at one of San Diego's famous resorts

ACTIVITIES

The Southwest's most popular wintertime activity is just plain loafing, especially on the desert, and there is nothing quite as exhilirating as the "sting" of a warm desert sun. to put a tingle in your blood and a spring in your step. Most resort areas have ample swimming pool facilities for those who like to play in the water under an open sky while their less fortunate friends are skidding their uncertain way on the streets back home, bundled to the eyebrows.

If one wants more vigorous exercise, horseback riding over desert trails is one of the most stimulating activities, or cycling over nearby roads, or golf or tennis — any and every sport out-of-doors. And in every desert area there are hills and mountains, and trails that invite the hiker.

Drives through the countryside, from any of the points mentioned, are a welcome diversion when one gets tired of too much loafing.

Outdoor living at its best, by the blue Pacific at Laguna Beach

Winter weather in the deserts of California and Arizona is usually warm and cloudless, with cool nights, but it can be just as contrary in the desert as anywhere else. The one consolation is that when the weather is off its usual good behavior, you can be sure that it is several times more disagreeable "back home" at the moment, for none of this great Southwest escapes the influence of most major storm cycles that plague the rest of the country. In any event you will not likely be inconvenienced by "unusual" weather for more than two or three days.

There is much of interest around Tucson, Phoenix and Palm Springs — drives of an hour or two or for a day, each of which lead into fascinating country. Read the Tucson and Phoenix sections in Arizona and the Palm Springs one in California for suggestions of the sights to see on side trips.

Out of San Diego one can get into the mountains to the east, or across the border into Mexico, or drive up the coast north and then back through the inland communities that are tucked away in the hills. Santa Barbara has many interesting environs — Ojai Valley, a popular winter resort in its own right, the drive over San Marcos Pass into the high valley of Santa Inez, through to Buellton and back to Santa Barbara by the coast road.

From Monterey and Carmel two drives are always delightful, weather permitting — one down the coast some 30 miles to Big Sur, the other up Carmel Valley, the latter invariably bathed in warm sunshine even when the coast is fog bound.

Horseback trips over canyon trails in the Arizona deserts

Date Palm bordered pool at a popular Arizona desert playground

If you have ever made summer trips through the Southwest your impression was of dry, sun-parched hills, but those same hills are, in February and March, as lush green as the freshest season in the Kentucky blue grass. In fact I have seen the pastures in Kentucky as badly burned as California wild oats hills usually are in summer. And desert sands are as appreciative of refreshing rains as are the hills and valleys, bursting forth with grand displays of wildflowers, often in such profuse growth as to literally blanket entire areas with dainty, colorful vegeta-

Refreshments on the terrace at one of San Diego's popular resorts

tion, sand verbenna being the most prevalent.

THE ILLUSTRATIONS

The pictures on these pages are not "tourist propoganda," but are presented to give you a glimpse of typical activities at popular resort areas in the Southwest, and a suggestion of the environment in which you can do your playing in the sun. The Laguna Beach shot represents one experience that always thrills all visitors from most anywhere outside the Southwest. Outdoor living is part and parcel of sunny days, winter and summer, in southern California and Arizona, many homes being equipped with outdoor cooking and eating facilities that are only slightly less pretentious than those indoors. There is something mighty relaxing about lunching in the patio under a warm sun and a clear sky, unmolested by flies and mosquitos that annoy the outdoor sitter on even the balmiest days "back home."

Above all, you will enjoy the friendliness of leisurely natives, who, by instinct or suggestion, easily fit into the unhurried ways of the siesta loving Spanish who left a definite imprint upon the homes, lives and habits of the peoples of the great Southwest.

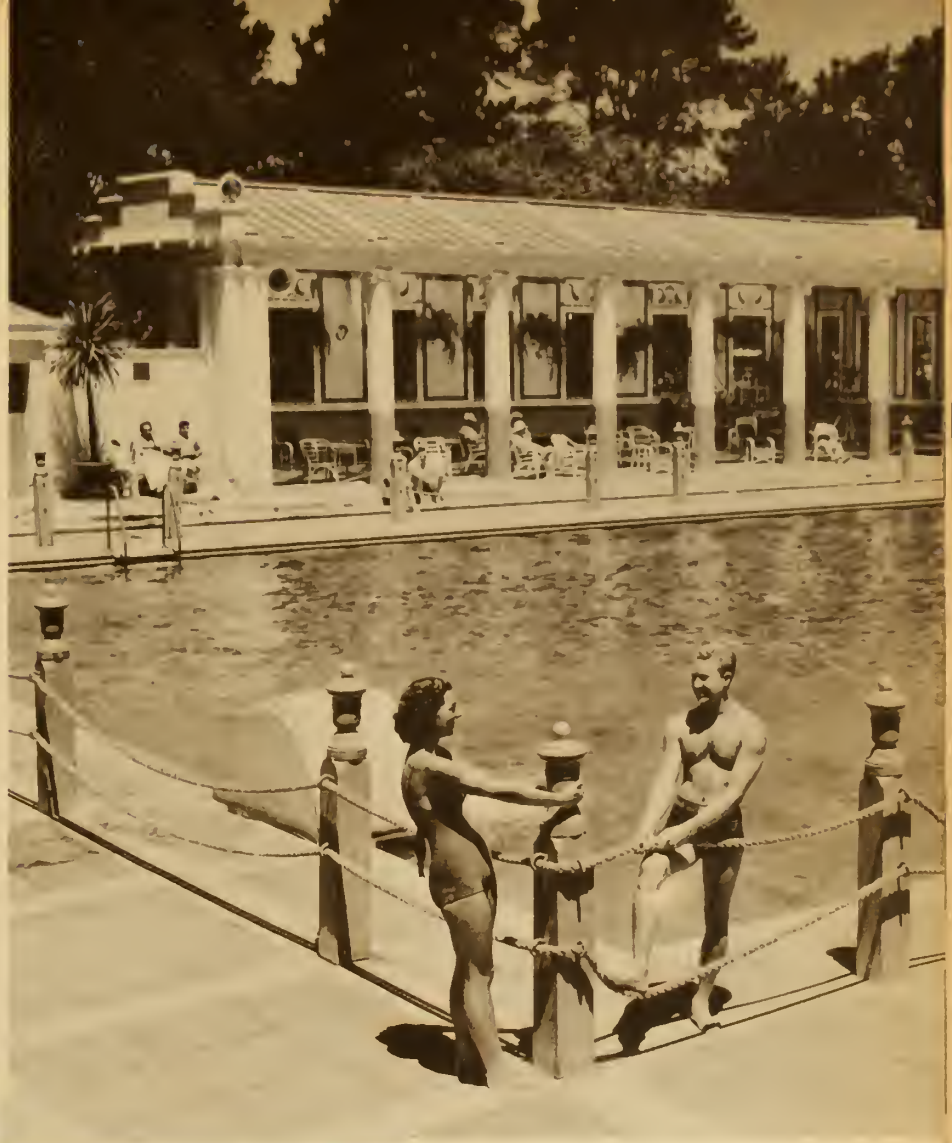
These pages have been included only to suggest, in word and picture, the spirit and feel of this vast wintertime playground. For details of the scenic attractions read the Daily Schedules on the Orange

Horseback riding on the desert at Palm Springs — a popular activity

Route, and the description of those major points of interest on this route in the Arizona, California and Nevada sections. Also, check the Calendar of Annual Events. Space will not permit repeating here what has been fully covered on other pages.

ACCOMMODATIONS

In all resort areas accommodations run the full scale from modest but comfortable ones at reasonable prices to more pretentious, glamorized quarters where you pay both for excellent service and "atmosphere," both pleasant and desirable if you do not object to the price. For full particulars I suggest you write the Chamber of Commerce in cities about which you wish information. They will smother you with literature, you may be sure, much of which will be factual, some embellished with forgivable superlatives.



A warm winter sun adds enticement to famous Monterey pools

Time out for a bit to eat at one of Pasadena's hospitable hotels

You will enjoy a stay in the great Southwest. under a friendly sun. among friendly people.

* * * *

If you plan to make an extended winter stay in the Southwest, you will probably want to arrange your schedules to attend at least the more important big events. A list of such events in Arizona and California is given on the following pages, arranged in sequence as to dates.

Bicycling, a favorite activity over Arizona desert roads

POPULAR WINTER SEASON EVENTS IN ARIZONA

November

At Phoenix ..... Second Week
Fiesta del Sol (Festival of the Sun)

February

At Phoenix ..... Second Week
Championship Rodeo

At Tucson ..... Third Week
La Fiesta de los Vaqueros

At Phoenix ..... Fourth Week
Superstition Mt. Lost Gold Trek

March

At Tucson ..... Second Week
Papago Indian Ceremonials

At Casa Grande .... Second Week
Pima-Papago Indian Fiesta

At Phoenix ..... Fourth Week
Horse Show

A fitting climax to an enjoyable ride over Arizona desert trails

POPULAR WINTER SEASON EVENTS IN CALIFORNIA

December

At Los Angeles ..... Third Week
Great Western Livestock Show

January

At Pasadena ..... The First
Tournament of Roses
Rose Bowl Football Game

At San Diego ..... First Week
New Year Regatta

February

At Big Pines ..... First Week
Annual Snow Pageant

At San Bernardino ... Third Week
National Orange Show

March

At Pasadena ..... First Week
Spring Flower Show

Wintertime at Palm Springs pool is a day-dream come true

Loafing and relaxing in the patio of one of Palm Spring's typical inns

P.S.

ACCOMMODATIONS

If predictions are reasonably accurate, the number of travelers on the roads in the West during the next few years, at least, will tax the capacity of sleeping accommodations that existed at the end of the war. New construction is under way all over the West, but it will be some time before capacity catches up with demand.

If you have no reservations, you may not find any vacancies in many towns and in the National Parks after four to five o'clock during the summer. I am listing the headquarters address of several motel associations, all of which publish small directories of member courts and motels. I have found that one is sure of accommodations by making reservations two days in advance of arrival, and in the great majority of cases, one day notice is sufficient. Since my schedules are often uncertain I usually phone ahead one evening for the next night's lodging, and the system hasn't failed yet.

However, most hotels, motor courts and National Park facilities will not hold reservations later than 6 o'clock p.m. unless remittance accompanies your request for reservation.

If you do not have other means of making reservations I suggest you write one or more of the following associations, requesting directory.

United Motor Courts
751 Government Street — Mobile, Alabama

The American Motor-Hotel Association
P. O. Box 1195 — Houston, Texas

Motor-Hotel Association of California
Route 1, Box 764 — Vallejo, California

Texas Motor Court Association
410 Naylor Street — San Antonio, Texas

American Motel Association
1060 Broad Street — Newark, N. J.

Trans-Canada Travelogue Travel Guide
504 MacLean Block — Calgary, Alberta, Canada

WILD ANIMAL LIFE

Not the least of the attractions in our Western National Parks is the wild animal life. No mention of the animals was made in the main text as it would seem rather repetitious, for bear and deer are found in most all Parks — more in some than others, of course.

If there are bear in Grand Canyon Park I have never seen them, but you will usually see deer along the South Rim, and they are more than plentiful on the North Rim and throughout the Kaibab Forest.

Bear and deer will be seen in Kings Canyon, Sequoia, Yosemite and Yellowstone National Parks, if you do any hiking or riding on the trails. Yellowstone is the one place where everybody best remembers the bears, for they are everywhere. In the northern part of Yellowstone herds of antelope roam the hills but you will not likely get a close look as they are very man-shy. If you are lucky you may see a moose or two in the meadows around Madison Junction.

In the Teton National Park text I told how you can find moose and elk in that area. Again, if you are lucky, you may get a glimpse of mountain goats high on the slopes of Mt. Rainier and in Glacier National Park, especially if you make some of the trail trips.

All Parks have more than their quota of small animals — from chipmunks to whistling marmots. The chipmunks in Rocky Mt. National Park are so numerous and friendly as to become pests, on occasion, especially if they find your lunch when you are hiking the trails. And don't forget there are buffalo in Wind Cave National Park, and unless they have moved them recently, a few still roam the northern hills in Yellowstone.

A word about your behavior toward the animals. Regulations strictly forbid feeding bears in any Park, especially in Yellowstone, but most people break the rules, I am sorry to say, but it seems to be an irresistible impulse. The restriction is for two reasons — to eliminate the hazards to life and limb (I have been in Yellowstone on three occasions when people were badly injured by too much familiarity with the bears), and to protect the bears' normal way of life. It seems that once a bear learns to beg and get food he ceases to shift for himself and to the extent that some starve rather than forage for their keep.

SOME FACTS ABOUT THIS BOOK

Those of you interested in the physical make-up of books will like to know that the Color Frontispiece is produced in 4-color Deep Chrome Offset Lithography from a 4x5 Kodachrome transparency. The body illustrations are reproduced from black and white photographs in Duo-Chrome Offset Lithography, a recent development that produces a pleasingly warm tone that has more life and depth than a straight black reproduction.

The body type is set in the Linotype Garamond family and the chapter heads are set in Corvinus Medium.

The binding is by the John F. Cuneo Company, Chicago.

Typography by Mercury Typesetting Company, Chicago.

DAY-BY-DAY SCHEDULES

for the nine routes shown on Route Selector Map and the twelve shorter trip suggestions from Pacific Coast cities

THE following pages carry detailed Day-by-Day Schedules for each of the twenty-one routes outlined in this book.

These schedules are based on easy driving, time for a look at the country through which you pass, and mileage for each day's drive takes into account the character of the country, whether fast or slow going. One day of 200 miles may be a harder drive than another day of almost twice the distance, due to mountain roads or other conditions that make fast driving impossible.

Allowance for time at each major attraction is a comfortable minimum, and will give you all the time the average tourist demands. You cannot make much better time than the schedules given, and enjoy the trip — you can take it as much slower as your interest and inclinations prompt you.

Places suggested for over-night stay provide the best accommodations, in the majority of cases, in the immediate vicinity. It is not advisable to go beyond the indicated stopping place in many parts of the West, as often a name on a road map may mean nothing more than a filling station, a Ranger station, or perhaps only a route junction.

These Schedules are only guides as to the route, what you will see along the way, optional side trips and over night stops. Read the main text, in each State section, for maps, pictures and details about the various attractions.

Use these Schedules as your daily guide en route. They will help give you a better feel of the country and in many cases will prevent you from passing by some interesting side attraction you might otherwise forget about.

RED ROUTE

Day-by-Day Schedule for the Trip

MILES

1st DAY —
RAPID CITY, S. D. to GILLETTE, WYO.....170

From Rapid City to Mt. Rushmore Memorial on Route 16. From Rushmore to Wind Cave National Park 20 miles south of Custer on Route 85 Alternate. Back to Route 16 at Custer and west with stop at Jewel Cave, if you wish. (Fossil Cycad National Monument is not regularly open to the general public except by special permission). With an early start you will have time to take the side trip from Moorcroft, Wyoming, to Devil's Tower National Monument (about 60 miles roundtrip) and on to Gillette for the night. Accommodations between Gillette and Buffalo (97 miles) are few and poor.

2nd DAY — GILLETTE to CODY, WYO.....287

Route 16 to Worland, Route 20 to Greybull, Route 14-20 to Cody. You can make good time to Buffalo but it is slower going through the Big Horn Mountains between there and Worland. Besides, you will want to enjoy the scenery through these grass-meadowed, round-topped mountains and Ten Sleep Canyon. If you arrive at Cody early enough in the afternoon you will enjoy a visit to the Buffalo Bill Museum there.

3rd DAY —
CODY, WYO. to YELLOWSTONE CANYON..136

Route 14-20 to Sylvan Pass Entrance into Yellowstone and on to Fishing Bridge Junction in the Park, then north to Canyon Junction. Stop at Shoshone Canyon and the Dam, west of Cody, and take your time through the Shoshone National Forest as you approach Yellowstone. Towering canyon walls, rippling streams and fine timber make this drive an appetizer for sights to come. Do not hurry the drive from the Park entrance to Fishing Bridge, past Sylvan Lake and along the north shore of Yellowstone Lake, and you may want to wet a line at Fishing Bridge, most everyone does, it seems. If time allows, you might drive south to Thumb Junction, 21 miles. Sleep at the Canyon so you will be on hand for morning views and pictures of the Canyon and Yellowstone Falls, when the light is best.

4th DAY — YELLOWSTONE CANYON to
"OLD FAITHFUL" 55

See the Canyon and Falls from Artist's Point, on the east rim, first. A trail leads to the River at the foot of the Falls, from Canyon Lodge, but it is a strenuous climb back, so be a little hesitant about making this hike. Then to the west rim and the several viewpoints, including the stairway trip to the top of the Falls. From Canyon Junction take the road to Norris Junction, stopping at Norris Geyser Basin, then on to Madison Junction and south toward "Old Faithful" Geyser. There are numerous geysers, mud pots and other phenomena along the way but do not use up all your time at them, as you should get to "Old Faithful" for at least one daytime eruption. And do not miss the flood-lighted, nighttime plays of the Geyser. Stay at "Old Faithful" Village for the night.

5th DAY —
"OLD FAITHFUL" to GRAND TETON
NATIONAL PARK 70

From "Old Faithful" go east to Thumb Junction, then turn right toward the South Entrance of Yellowstone, to Moran and the Tetons on Route 89. Allow at least three hours for this drive as the road is slow-going and it passes several spots at which you will want to stop — some views of the Canyon, Lewis Falls and as you approach the Tetons, being the most likely. If you do not delay too much you will get to the Tetons in time to still see them by morning light. Stay at the Tetons overnight, for early morning sight-seeing and photographing, when the light is best.

6th DAY —
TETONS to WEST YELLOWSTONE.....188

From the Park past the Moose Post Office and the Snake River crossing to the town of Jackson. You will pass the deer and elk winter-feeding grounds as you approach town. From Jackson go southwest to Route 22, then turn right over the spectacular Teton Pass to Victor, Idaho. You will want to stop at the Pass for the fine panorama of the Jackson Hole country. From Victor follow Alt. Route 20 to its junction with Route 191 and then right on 191 to West Yellowstone.

7th DAY —
WEST YELLOWSTONE to GLACIER
NATIONAL PARK 346

Follow Route 191 to Bozeman, through the Gallatin Gap, as it is more scenic than Route 1. From Bozeman follow Route 10 to Three Forks (Headwaters of the Missouri River), then Route 10N from the junction west of Three Forks to Helena, Route 91 from Helena to Wolf Creek, then Route 33 from Wolf Creek to Choteau, and from Choteau to Browning you will travel Route 89, and Browning to Glacier Park Station for the night. A rather strenuous drive but easily made with an early start.

8th DAY — GLACIER PARK STATION to
MANY GLACIER VILLAGE 110

Starting from Glacier Park Station go north to side road into Two Medicine Lake (Glacier National Park), then back to the main highway and north to St. Mary's Park entrance, west on Logan Pass road to the Pass, return to main highway and north to Many Glacier side-road and into Many Glacier village for the night. This is a see-and-run view of Glacier, but will expose you to the principal areas reached by road.

9th DAY —
MANY GLACIERS to WATERTON LAKES
NATIONAL PARK 55

This short drive permits a late start or an early arrival. If you want to see much of Waterton, get an early start so you can make one of the boat trips down the Lake, for a fine "back-in" view of the mountains in this Glacier-Waterton area of the Rockies. You will lose a little time in going through Canadian Customs at Chief Mountain Station. Stay at Waterton over night.

10th DAY — WATERTON LAKES to
CALGARY, ALBERTA 170

From Waterton to Pincher (Route 6), Pincher to Macleod (Route 3) and Macleod to Calgary (Route 2). An easy day's drive which can be extended to the town of Banff if roads are in good condition and you got an

MILES

early start. Canadian highways are not as uniformly good as the principal roads in the U. S.

11th DAY — CALGARY to LAKE LOUISE....128

Route 1 out of Calgary to Lake Louise, through Banff. An early start will permit a leisurely drive through the Rockies, from the Park entrance to Lake Louise, and will get you there in time for an afternoon stroll along the Lake, although it is much more impressive by morning light. Stay at or near Lake Louise for the night.

12th DAY — LAKE LOUISE to JASPER NATIONAL PARK 149

If you want to see and get pictures of Victoria Glacier and the mountains reflected in the Lake, be there before 7 a.m. You should leave by 9 o'clock for Jasper to allow time for stops at many points along the way, including the short side-trip to the Columbia Ice Fields. Stay at Jasper over night. (See main text, Canadian section, for details on Banff and Jasper.)

13th DAY — JASPER to LAKE LOUISE.....149

As is often true, the return trip will seem like new country as you will be seeing the mountains and glaciers from a different angle and under different light conditions. Pictures you missed on the way north can be shot on this return trip. Stay at or near Lake Louise, to give you a second view the following morning.

14th DAY —
LAKE LOUISE to CRANBROOK, B. C. 192

From Lake Louise south to Castle Mountain Junction, turn right across railroad tracks onto Route 1B, and through Kootenay National Park to Radium Hot Springs, then Route 4 on to Cranbrook. There is so much to see and enjoy that you will need the entire day, considering the 70 miles of slow going through Kootenay. Cranbrook is the only desirable place to stop for the night, for another 75 miles.

15th DAY —
CRANBROOK to SPOKANE, WASH. 221

Route 3 from Cranbrook to the U. S. Border and Customs inspection, Route 95 to Sandpoint, Idaho. If you have neither the time nor inclination to see Lake Couer d'Alene, take Route Alt. 10 from Sandpoint through Newport to Spokane, with a saving of 23 miles. To go to Lake Couer d'Alene, follow Route 95 from Sandpoint to the town of Couer d'Alene, then Route 10 east the ten miles to the Lake, then backtrack and on west to Spokane for the night.

16th DAY —
SPOKANE to YAKIMA, WASH. 308

From Spokane to Wilbur on Route 10 Alt., right on Route 4C west of Wilbur to Coulee Dam, Route 2F Coulee Dam back to Route 10 and to Wenatchee, then Route 2 to Peshastin, south on Route 97 to Teenaway, turn left on Route 10 to Ellensburg, and south from Ellensburg to Yakima on Route 97. Although most of this route permits fast driving, you will have to make an early start to allow for ample time at Coulee Dam, and a stop at Dry Falls.

17th DAY —
YAKIMA to PARADISE VALLEY, MT. RAINIER 218

Yakima to Chinook Pass Route 410, turn right to Park entrance road and follow to end at Yakima Park, on the east slopes of Mt. Rainier. Backtrack to main highway, turn right and onto Route 5 for Packwood and Morton, continue on Route 5 out of Morton to Elbe, right on Route 5 again and east into the Park and up to Paradise Lodge. Start early from Yakima to allow for time at Yakima Park area. However, if you are satisfied with the view of Mt. Rainier's east slopes as seen from Chinook Pass, you can skip the trip into the Park here, with a saving of about 40 miles. There are no overnight accommodations at Yakima Park and but meager ones very near this east entrance, which makes it advisable to reach Paradise Lodge for the night. Plan to get in before sundown so you will have a view of the Mountain by evening light, and the morning light next day.

18th DAY —
PARADISE VALLEY to SEATTLE 115

As you can easily get to Seattle in an afternoon's drive this schedule allows a full morning at Mt. Rainier, which you will surely want. Follow Route 5 from Mt. Rainier to Tacoma, and Route 99 from Tacoma to Seattle.

19th DAY —
SEATTLE to VANCOUVER, B. C. 154

Follow Route 99 all the way to New Westminster, just south of Vancouver. Take left turn just after you cross the Fraser River bridge as most of the auto courts and motels are on this city route. If you plan to visit the Mt. Baker and Mt. Shuksan area turn off U. S. 99 at Bellingham, Washington and follow Route 1 all the way to Mt. Baker, about 60 miles. (See main text in Canadian section for side trips from Vancouver.)

20th DAY —
VANCOUVER to VICTORIA, B. C. 78

You can reach Victoria by late afternoon if you leave Vancouver not later than noon — by ferry from Vancouver to Nanaimo — allowing the forenoon for a drive through beautiful Stanley Park at Vancouver. Check ferry schedules and don't miss the boat. The day's driving is the 78 miles from Nanaimo to Victoria, down the east shore of Vancouver Island.

21st DAY — At VICTORIA

(See main text in Canadian section for drives and sights around Victoria).

22nd DAY —
VICTORIA to LAKE CRESCENT, WASH. 20

The one ferry each day between Victoria and Port Angeles, Washington, will get you to the Washington shore in ample time to drive the 17 miles west to Lake Crescent, and for drives that skirt the shore on both sides of the Lake. Except by trail or pack trip, or side-road into Olympic Hot Springs or Soleduck Hot Springs, the drive along Lake Crescent will be your only trip through Olympic National Park. Stay overnight at one of the resorts at Lake Crescent.

23rd DAY —
LAKE CRESCENT to ASTORIA, OREGON....234

This day's drive takes you around the Olympic Peninsula and along interesting stretches of Washington's Pacific shore; past Indian villages, Lake Quinault, and into Astoria via ferry across the mouth of the Columbia River, from Megler, Washington. Route 101.

24th DAY — ASTORIA to PORTLAND.....105

The drive to Portland will require at least three hours, east on Route 30. Start late if you want to do a little sightseeing around Astoria, and you should visit the Astor Column and enjoy the sweeping view of the surrounding country. The drive into Portland atop the south bank of the Columbia River should be taken lei-

MILES

surely — there are so many panoramas that prompt a stop and a leisurely look.

25th DAY —
PORTLAND to MT. HOOD, to BONNEVILLE to PORTLAND 168

This will be a full day of exceptional sights. Route 50 to Mt. Hood. Take side-trip to Timberline Lodge. At Hood Loop Junction take Route 35, to the left, to town of Hood River, on the Columbia. The first 25 miles of this stretch is slow going due to many curves. Turn left at Hood River onto Route 30 and follow the Columbia River to Bonneville Dam. Leave Bonneville in time to make a leisurely drive along this stretch of the famous Columbia River Highway into Portland, with a stop at Crown Point. Make this circle tour in the direction suggested as it will get you to each scenic spot at the best time of day for pictures, which is, incidentally, also the best time to view most scenic attractions.

26th DAY — PORTLAND to FLORENCE (Oregon Coast) 170

From Portland to McMinnville on Route 99W, from McMinnville to Wecoma (on the Coast) by Route 18, and then south along the Coast on Route 101 to Florence. Even though this is not a fast road you will have time for stops at such spots on the Coast as Boiler Bay, Cape Foulweather, Otter Crest, Devil's Punch Bowl.

27th DAY —
FLORENCE to CRATER LAKE NATIONAL PARK 227

Follow Route 36 from Florence to Route 99W, turn right to Eugene (much of Route 36 is slow road), on south through Eugene to Goshen (7 miles), turn left onto Route 58 and across the Cascades to Route 97, south on 97 to Crater-Diamond Lake Junction, turn right on Route 230 to Diamond Lake Junction, then left onto Route 209 to Crater Lake. With an early start from Florence you will have the late afternoon at the Lake, even with stops along the rim drive as you approach Crater Lake Lodge — for your night's stay.

28th DAY —
CRATER LAKE to CRESCENT CITY, CALIFORNIA 204

Do not tarry too long at Crater before starting for Crescent City, as much of the drive is slow-going. Follow Route 62 to Medford, Route 99 from Medford to Grant's Pass, left as you approach town onto Route 199 to Crescent City. Most of the route is through very scenic country, and warrants a leisurely trip. About half way between Grant's Pass and Crescent City (at Cave Junction) a side road takes you the 20 miles into Oregon Caves National Monument, if you plan to stop by there. You will run into the first of the Redwoods about 10 miles before you get to Crescent City, which will give you somewhat of an idea as to what you will see the next day, on a larger scale.

29th DAY —
CRESCENT CITY to UKIAH, CALIF. 254

You have been routed from Crater Lake to the California Coast (rather than directly south from Crater) in order to take you through the heart of the Redwood Empire. The large groves of larger trees are below Eureka, intermittently for almost 100 miles. Allowing for stops, you will need all day for this 250 miles, as a 35 mile an hour average will be good. Route 101.

MILES

30th DAY —
UKIAH to LASSEN VOLCANIC NATIONAL PARK 251

This is what appears to be a roundabout way to get from the Coast to Lassen, but Route 299 farther north is not a good road for people not experienced in mountain driving, and it would stop you short of the best of the Redwoods. Turn east on Route 20 about 3 miles north of Ukiah, to Williams, then north on Route 99W to Redding, and from Redding east on Route 44 to Lassen. If you want to see the new Shasta Dam, do so from Redding, and then in to Lassen. You will make average time on Route 20, good time on 99W and average time on 44. Stay at the accommodations at Manzanita Lake, at the north entrance to Lassen. (See main text, California section, for map, pictures and description of Lassen).

31st DAY —
LASSEN to RENO, NEVADA 184

Take the one road through the Park, with all the stops you want to make, as you can get to Reno in five to six hours. *Incidentally, this road through Lassen is not open until about July 1st and closed after October 1st, because of snow-blocked passes.* Follow Route 89 to Chester, then Route 36 to Susanville and the Junction with Route 395 about five miles beyond town. Follow Route 395 on into Reno. An alternate route is 89 from the Park to Paxton, then Route 24 to junction with 395 above Reno, but this later route is much slower and inadvisable unless you have ample time.

32nd DAY —
RENO to LAKE TAHOE to CARSON CITY, NEVADA 115

To see and enjoy most of this beautiful area follow Route 40 from Reno to Truckee, California and a few miles west of town to Lake Tahoe Junction. (If you can spare the time, continue on west on Route 40 to Donner Pass for the magnificent view back to the east across Donner Lake, and then return to Tahoe Junction). Turn south and follow the shore line road around the Lake to the junction on the east side that turns to the right and Carson City. Stay at Carson City (the smallest State Capital in the U. S.) for the night. If you plan to see Virginia City and Gold Hill, do so from here and then return for your trip on south.

33rd DAY —
CARSON CITY to LEEVINING, CALIF. 123

(NOTE: You should know what you will encounter on this approach to Yosemite National Park. This route takes you over Tioga Pass and across Yosemite to Yosemite Valley. Tioga Pass is perfectly safe road, but it is a long, steep grade, without guard rails. It may worry the timid driver and may cause trouble for cars that overheat badly. Also, the Pass is open only from July 1st to October 1st. With this information, if you do not care to attempt the adventure, follow the Green and Purple Routes from Meyers, at the south end of Lake Tahoe, to Sacramento, then south on Route 99 to Merced and Route 140 east from Merced into Yosemite). To continue the regular Red Route — follow Route 395 all the way from Carson City to Leevining. With an early start you can make it from Carson City to Yosemite Valley in one day. However, the drive over Tioga Pass and across the mountains to Yosemite Valley will require at least four hours from Leevining, and do not make any of the trip after sundown. To enjoy the trip as you should, stay at Leevining for the night and make the trip across the Park in the morning, with the sun behind you.

MILES

34th DAY —
LEEVENING to YOSEMITE VALLEY 71

You should be at the Valley before noon, to see it in the best light. The trip across the Park, over 10,000 foot Tioga Pass, through Toulumne Meadows and past Tenaya Lake will be one you will long remember. By getting to the Valley by noon you will have ample time to drive to all the principal points of interest in the Valley during the afternoon. (See main text, California section, for map, pictures and what to see in Yosemite).

35th DAY —
YOSEMITE to KING'S CANYON NATIONAL PARK 224

From Yosemite Valley follow the Wawona road toward Fresno. If you make an early start you will have time to drive to Glacier Point lookout (left from Chinquapin junction in the Park), but in any event be sure to make the short side trip to the Mariposa Grove of big trees, just off the Fresno road at the south border of Yosemite. From there follow Route 41 to Fresno and Route 180 east from Fresno to King's Canyon. The Park has two main attractions — the General Grant Grove of Sequoias, and King's Canyon. You will not get to the Park in time for the drive down into the Canyon, so spend the rest of the day looking around the General Grant Grove. Stay in the Grove area for the night. (See main text, California section, for map, pictures and what to see in King's Canyon Park).

36th DAY —
KING'S CANYON to SEQUOIA NATIONAL PARK 40

Make the trip down into King's Canyon in the morning. You can drive to Sequoia in two hours, with stops along the way, but you should have time during the afternoon to make the short drives around Sequoia, to the various groves near the Sentinel Tree Ranger area. Stay in this vicinity overnight. (See main text, California section, for map, pictures and what to see in Sequoia).

37th DAY —
SEQUOIA to SAN FRANCISCO 273

This is a good day's drive so start early. You can return to Fresno the way you came in but you will see new country and will add but a few miles if you continue on through Sequoia on Route 198 to its junction with Route 99 west of Visalia. Then follow 99 north to Manteca, then left on Route 50 to Oakland and the San Francisco Bay area.

38th DAY — At SAN FRANCISCO

(See description of Points of Interest in main text, California section).

39th DAY —
SAN FRANCISCO to MONTEREY, CALIF. ...130

The easiest driving, the best road and the fastest route is Route 101 through San Jose to Salinas, and then west to Monterey and Carmel. This takes you through the South Shore suburban communities and beautiful Santa Clara Valley. The alternate route along the Coast is Route 1 all the way to Monterey. The Big Basin and Santa Cruz Big Tree areas can be reached from this highway, north from Santa Cruz, if you want to see more giant Redwoods. But this route is slow and gets a little tedious, and the Coastline is not as picturesque as you will see on Route 1 south of Monterey. (See main text, California section, for what to see and do around the Monterey Peninsula).

MILES

40th DAY —
MONTEREY to SANTA BARBARA 244

Follow Route 1 south from Carmel, stopping at Pt. Lobos State Park, just south of Carmel (if you did not visit it the day before), and at Big Sur State Park about 30 miles south. The only other stop you will probably want to make will be at Morro Bay, where the road turns inland to San Luis Obispo. This is a good day's drive as the Coast road is not a fast one, and there is a lot to see for about 100 miles along the Pacific shore, the road often being 500 to 1,000 feet above the water. A delightful drive. (See main text, California section, for sights to see at Santa Barbara).

41st DAY —
SANTA BARBARA to LOS ANGELES 100

As this is a short afternoon drive, you will have several hours for sight-seeing around Santa Barbara in the morning. The route south is 101 and 101 Alternate, the junction of the two being a few miles south of Ventura. Route 101 approaches Los Angeles through San Fernando Valley and Hollywood; Alternate 101 follows the Coast to Santa Monica, and then into Los Angeles.

42nd DAY —
LOS ANGELES to SAN DIEGO and RETURN 252

To get the most from this trip, go to Long Beach and from there go south on Alternate 101 to where it runs into 101 at Capistrano Junction, and then 101 to San Diego. Return 101 regular all the way, which means taking the right turn at Capistrano Junction, approaching Los Angeles through San Juan Capistrano, Santa Ana, Anaheim and Whittier. This is a rather strenuous one day trip but can be easily made with an early start and not too many stops. A two day trip will give you ample time for a quick visit across the Mexican border to Tia Juana, and stops at San Luis Rey and San Juan Capistrano Missions, going or returning. (See main text, California section, for what to see at San Diego).

43rd DAY — At LOS ANGELES

(See main text in California section, for sights to see.)

44th DAY —
LOS ANGELES to LAS VEGAS, NEVADA 290

Follow Route 66 to San Bernardino and Barstow, then Route 91 to Las Vegas. You may encounter rather high temperatures beyond San Bernardino during the summer months, but nothing to worry about. As this is a good, safe highway, it can be driven at night, if you prefer the cooler night temperature. There is little of scenic value beyond San Bernardino except the Joshua Trees in the desert between Cajon Pass and Victorville.

45th DAY —
LAS VEGAS to BOULDER DAM to GRAND CANYON 291

Follow Route 93 from Las Vegas to Kingman, by way of Boulder City and Boulder Dam. As this is a fast-traveling road all the way you can spare a couple of hours at the Dam for sight-seeing, including the trip into the Dam and Powerhouses, and perhaps, the boat trip on Lake Mead from the recreation area to the back side of the Dam. From Kingman follow Route 66 to Grand Canyon Junction just east of Williams, Arizona, then Route 64 north to Grand Canyon Village. If you can, get to the Canyon an hour or so before sundown and make the drive to Hermit's Rest eight miles west of the Village. (See text, Arizona section, for map, pictures and what to do and see at Grand Canyon).

MILES

46th DAY —
SOUTH RIM GRAND CANYON to
NORTH RIM 215

You will get some of the most spectacular views of the South Rim of the Canyon, for 25 miles east from the Village, as you drive out of the Park on Route 64 to Cameron and Route 89. You follow 89 to Jacob Lake, over Navajo Bridge, and then south from Jacob Lake to the North Rim on Route 67. If you plan to visit the Hopi Village of Moenkopi, or Navajo National Monument, or Rainbow Bridge, or Monument Valley, you turn east off Route 89 toward Tuba City, about 10 miles north of Cameron.

(NOTE: Before you leave Grand Canyon you will have to decide whether to by-pass some of the most interesting sights in Arizona or to extend your schedule to see such things as Oak Creek Canyon, the San Francisco Peaks area, and Montezuma Castle, Sunset Crater, Tuzigoot, Walnut Canyon and Wupatki Nat'l Mon.)

47th DAY —
NORTH RIM to ZION NATIONAL PARK ...128

If you leave the North Rim by 10 a.m. you should arrive at Zion in time to drive to all points in the Park that can be reached by car. This will allow you at least two hours of morning sight-seeing at the North Rim. From the North Rim back-track on Route 67 to Jacob Lake, then continue on notth on Route 89 to Mt. Carmel Junction (Utah), turn left on Route 15 into Zion National Park. (See Utah section for map, pictures and what to see in Zion).

48th DAY —
ZION to BRYCE CANYON to
SALT LAKE CITY 357

This is a long drive and you should start early. The mileage includes the 40 mile side trip into Bryce Canyon National Park, which is a must. You do not need much time at Bryce for excellent panoramic views from lookout points along the rim can all be reached by car, although you should make one of the short hikes into the Canyon, if time permits. Leave Zion the way you came in, to Mt. Carmel Junction, then north on Route 89 to Bryce Junction, into Bryce and out again and on to Gunnison. At Gunnison take Route 28 (to the left) to its junction with Route 91 at Levan, and on into Salt Lake City on 91. (See Utah section for points of interest around Salt Lake City).

49th DAY —
SALT LAKE CITY to MESA VERDE
NATIONAL PARK 372

This is a more strenuous day's drive than the day before but can be made in a long day. If you want to break the trip, stop at Moab, Utah, for the night and use the time saved for a trip to Arches National Monument only a few miles east of town. The run from Salt Lake City to Moab is only 235 miles. (See Utah section for details about the Arches).

MILES

50th DAY —
At MESA VERDE NATIONAL PARK

(See Colorado section for map, pictures and details about Mesa Verde.)

51st DAY —
MESA VERDE to SALIDA, COLORADO 263

From Mesa Verde return to Route 160 and follow it east to Monte Vista, through Durango and Pagosa Springs. Turn north at Monte Vista on Route 285 to its junction with Route 50, then east about 5 miles to Salida. If you plan to visit either or both Wheeler and the Great Sand Dunes National Monuments, you will detour before you reach Salida. See the Colorado State Map.

52nd DAY — SALIDA to ROCKY MT.
NATIONAL PARK 243

Follow Route 291 north out of Salida to its junction with Route 285; north on 285 to its junction with Route 24, then left to Leadville. Inquire here as to condition of Route 91 to Wheeler, over Fremont Pass. If not good, follow Route 24 from Leadville to Dowd and junction with Route 6. In either case, follow Route 6 northeast to its junction with Route 40, turn left on Route 40 to Granby Junction, then right on Route 34 toward Milner Pass and the Park. You will cross 11,992 foot Loveland Pass on Route 6 and 11,314 foot Berthoud Pass on Route 40. Holy Cross National Monument is west of Route 24, north of Leadville. Much of this drive is over mountain roads which are not fast. If you cannot make it into the Park by 5 p.m., I suggest you stop at Grand Lake for the night. This will reduce the day's drive by 40 miles and get you into the Park early the next day.

53rd DAY —
At ROCKY MT. NATIONAL PARK

(See main text in Colorado section for map and suggestions for trips within the Park).

54th DAY —
ROCKY MT. NATIONAL PARK
to COLORADO SPRINGS 137

From your starting point in the Park drive to Estes Park village, then take Route 66 to Route 87 and on it to Denver, if you are in a hurry. But a more interesting trip is by way of Boulder, turning off Route 66 just east of Lyons onto Route 7; through Boulder east on Route 7 to Route 87, and then through Denver and on by the same Route 87 to Colorado Springs.

55th DAY — At COLORADO SPRINGS

(See main text in Colorado section for major points of interest in and around Colorado Springs).

56th DAY — FROM COLORADO SPRINGS
TOWARD HOME (if you are from the east).

NOTE: Residents of the West can complete the circuit of this Red Route by going from Rocky Mt. National Park to Loveland, Colorado, on Route 34, then Route 87 to Cheyenne, and Route 85 from Cheyenne to Newcastle, Wyoming, and then east on Route 16 to Mt. Rushmore Memorial. This by-passes Colorado Springs, but a side trip can be made there and back north on Route 87 as outlined, to Mt. Rushmore.

BLUE ROUTE

Day-by-Day Schedule for the Trip

This Blue Route parallels the Red Route much of the way, but omits several of the Points of Interest on the Red Route. adds a few and arrives at some of them in different sequences. The omissions are: Waterton Lakes, Banff and Jasper National Parks, and Vancouver and Victoria, in Canada; Lassen Volcanic National Park and Lake Tahoe, in California: Reno, Nevada; Mesa Verde National Park in Colorado. The additions are: Petrified Forest and Painted Desert in Arizona; Santa Fe and the Indian Pueblos of the Rio Grande Valley in New Mexico.

MILES

1st DAY —
RAPID CITY, S. D. to GILLETTE, WYO. 170

From Rapid City on Route 16 to Mt. Rushmore. Depending upon how much time you spend at Mt. Rushmore, and upon your inclinations, you may make one or more of the side trips in the area — Wind Cave National Park 20 miles south of Custer by way of Route Alt. 85, or Jewel Cave, just off Route 16. With an early start you should have time for the side trip from Moorcroft, Wyoming, to Devil's Tower National Monument (about 60 miles roundtrip). Accommodations between Gillette and Buffalo, are few and poor.

2nd DAY — GILLETTE to CODY, WYO. 287

Route 16 to Worland, Route 20 to Greybull, Route 14-20 to Cody. You can make good time to Buffalo but it is slower going over the Big Horn Mountains, into Worland. Besides, you will want to enjoy the scenery through the Mountains and Ten Sleep Canyon. If you arrive at Cody early enough in the afternoon you will enjoy a visit to the Buffalo Bill Museum there.

3rd DAY —
CODY, WYO. to YELLOWSTONE CANYON..136

Route 14-20 to Sylvan Pass entrance into Yellowstone and on to Fishing Bridge and Lake Junction in the Park, and then north to Canyon Junction. Stop in Shoshone Canyon and at the Dam west of Cody, and take your time through Shoshone National Forest as you approach Yellowstone. Towering canyon walls, rippling streams and fine timber make this drive a fine appetizer for sights to come. Do not hurry the drive from the Park entrance to Fishing Bridge, past Sylvan Lake and along the north shore of Yellowstone Lake — and you may want to wet a line at Fishing Bridge. If time allows, you might drive south to Thumb Junction, 21 miles, for the fine shore-line view of the Lake, returning to Fishing Bridge and on to the Canyon. This schedule sleeps you at the Canyon, to give you an early morning view of the Falls and Canyon, when light is best.

4th DAY —
YELLOWSTONE CANYON to
"OLD FAITHFUL" 55

See the Canyon and Falls from Artist's Point on the east rim first. A trail leads to the River at the foot of the Falls, from Canyon Lodge, but it is a strenuous climb back. Then to the west rim and the several viewpoints, including the stairway trip to the top of the Falls. From Canyon Junction take the road to Norris Junction, stopping at the Norris Geyser Basin, then on to Madison Junction, and south toward "Old Faithful" Geyser. There are numerous geysers, mudpots and other phenomena along the way but do not use up all your time at them, as you should get to "Old Faithful" for at least one daytime eruption. You will also want to see one of the floodlighted, nighttime plays of the Geyser. Stay at "Old Faithful" Village for the night.

5th DAY —
"OLD FAITHFUL" to GRAND TETON
NATIONAL PARK 70

From "Old Faithful" to Thumb Junction, then turn right toward the South Entrance of Yellowstone, to Moran and the Tetons, Route 89. Allow at least three hours for the drive as it is slow going and passes several spots at which you will want to stop. With an early start you will get to the Tetons in time to see them by morning light. Stay overnight, for early morning sightseeing and photographing, when the light is best.

6th DAY —
TETONS to WEST YELLOWSTONE.....188

From the Park go south to the town of Jackson, past the deer and elk winter feeding grounds. From Jackson to Victor, Idaho, over the beautiful Teton Pass (Route 22), from Victor follow Route Alt. 20 to Route 191, and then Route 191 north to West Yellowstone, for the night. Teton Pass is usually open by June 20th.

7th DAY —
WEST YELLOWSTONE to GLACIER
NATIONAL PARK 346

Follow Route 191 to Bozeman, Montana, through Gallatin Gap, as it is more scenic than Route 1. From Bozeman follow Route 10 to Three Forks (headwaters of the Missouri River), Route 10N from the junction west of Three Forks to Helena, Route 91 Helena to Wolf Creek, Route 33 Wolf Creek to Choteau, Route 89 Choteau to Browning, and Browning to Glacier Park Station for the night. A rather strenuous drive but easily made, with an early start.

8th DAY —
At GLACIER NATIONAL PARK.....100

From Glacier Park Station go north on Route 89 to the side road to the left, into Two Medicine Lake (in the Park), then back to Route 89 and north to Many Glacier side road to the left, and into Many Glacier Village. Get there by noon so you can take the launch trip across Swiftcurrent Lake, the short portage to Lake Josephine and the continuation of the launch trip to Grinnell Lake and Grinnell Glacier. It is a Ranger escorted trip that gets you back into the mountains with less effort and less time than does any other trail trip. From Many Glacier Village back to Route 89 and south to St. Mary's entrance of the Park and in on the Logan Pass road to St. Mary's Lodge for the night. You will be at St. Mary's Lake for early morning pictures and sight-seeing, when the light is best on the peaks in this area. (See Montana section for map, pictures and details about the Park).

MILES

9th DAY —
GLACIER to WALLACE, IDAHO.....312

Get an early start, this is a long day's drive, with much to see. From St. Mary's Lake proceed west on the Logan Pass road, with stop at the Pass for the awe-inspiring panorama, then down the west slope of the mountains past Lake McDonald and on to Kalispell by Route 2. From Kalispell follow Route 93 south past Flathead Lake to the junction with Route 10 about 9 miles north of Missoula, then west on Route 10 to Wallace, Idaho for the night.

10th DAY —
WALLACE to WENATCHEE, WASH. 276

Continue west on Route 10 past Lake Couer d'Alene, to the town of Couer d'Alene, and on to Spokane. West from Spokane on Route Alt. 10 to Wilbur and the junction with Route 4C just west of town, where you turn right to Coulee Dam. From Coulee Dam return to Route Alt. 10 over Route 2F. Visit Dry Falls State Park 1½ miles from the main highway and see what was the old bed of the Columbia River some thousands of years ago, and then back to the main highway and on to Wenatchee. An early start will give you more time at Coulee Dam.

11th DAY —
WENATCHEE to MT. RAINIER
(Yakima Park side).....206

From Wenatchee west on Route 2 to Peshastin, turn left onto Route 97 to Teanaway, then left again onto Route 10 to Ellensburg and on south to Yakima on Route 97. At Yakima turn right toward Mt. Rainier on Route 410 to Chinook Pass, from where you get a marvelous view of The Mountain across little Tipsoo Lake. Continue on Route 410 to the Park entrance, then left into the Yakima Park area on the east slopes of Mt. Rainier. Accommodations have been very uncertain during the war at Yakima Park, so inquire at the entrance as to best accommodations in the immediate vicinity.

12th DAY —
MT. RAINIER — YAKIMA PARK to
PARADISE VALLEY 114

There is no road through the Park connecting the two main tourist areas of Yakima Park on the east slopes and Paradise Valley on the south slopes. In going from Yakima Park area to Paradise, backtrack to Route 410 and the east Park entrance, turn right and go south to junction with Route 5 and continue straight ahead on Route 5 all the way to Paradise Valley. It is a circle drive so do not be disturbed because the route changes directions from south to west, then north and finally back east into the Park. Try to get to Paradise Lodge in time to enjoy most of the afternoon sight-seeing around this Paradise Valley area.

13th DAY —
MT. RAINIER to PORT ANGELES, WASH. ...233

Follow Route 5 to South Tacoma, then left on Route 99 to Olympia. From Olympia follow Route 101 to Port Angeles, along beautiful Hood Canal, an arm of Puget Sound. If you prefer to go into Tacoma you can get to Port Angeles by ferry from Tacoma to Gig Harbor, then Route 14 to Bremerton, Route 21 out of Bremerton to Port Gamble where you ferry again, to Shine, and then continue through the hills and timber to Route 101 near Maynard, and on the 35 miles to Port Angeles. The two ferry trips and the country roads will be an interesting little adventure, but make local inquiry as to ferry schedules and to make sure you understand the routes.

MILES

14th DAY —
PORT ANGELES to ASTORIA, OREGON.....243

Route 101 all the way to Megler, where you take the ferry across the mouth of the Columbia River to Astoria. About 18 miles west of Port Angeles lies Lake Crescent, along which the road travels for miles. Unless you take the side trips to Olympic and Soleduck Hot Springs, the Lake area is the only portion of Olympic National Park you will traverse by car. Except for the two Springs, no other areas of the Park are easily accessible except by trail. The drive around the west side of the Olympic Peninsula is through marvelous stands of timber, past Indian villages, along stretches of Washington's Pacific shore, and past Lake Quinault. It is a territory with a pleasant mixture of budding civilization and primitive areas. If you wish to make the drive along the Straits of Juan de Fuca to Cape Flattery, do so from Port Angeles.

15th DAY — ASTORIA to PORTLAND.....105

The drive will require at least three hours, east on Route 30. Start late if you want to do a little sight-seeing around Astoria, and you should drive up to the Astor Column, for the sweeping view of the surrounding country. The drive into Portland atop the south bank of the Columbia River should be made leisurely — there are so many grand panoramas that prompt a stop and a better view than can be had from a moving car.

16th DAY —
PORTLAND to MT. HOOD, to BONNEVILLE
to PORTLAND 168

This will be a full day of exceptional sights. Route 50 to Mt. Hood, from Portland. Take side trip to Timberline Lodge. At Hood Loop Junction take Route 35, to the left, to the town of Hood River, on the Columbia. The first 25 miles of this stretch is slow going due to many curves. Turn left at Hood River onto Route 30 and follow to Bonneville Dam. Leave Bonneville in time to make a leisurely drive back into Portland, for this is, I think, the most beautiful portion of the justly famous Columbia River Highway. Make this day's circle tour in the direction suggested as you will then get to each scenic spot at the best time of day for pictures.

17th DAY —
PORTLAND to FLORENCE
(Oregon Coast) 170

From Portland to McMinnville on Route 99W, from McMinnville to Wecoma (on the Coast) by Route 18, and then south along the Coast on Route 101 to Florence. Even though this is not a fast road you will have time for stops along the Coast at Boiler Bay, Cape Foulweather, Otter Crest, Devil's Punch Bowl, and others.

18th DAY —
FLORENCE to CRATER LAKE
NATIONAL PARK 227

Follow Route 36 from Florence to Route 99W, (much of Route 36 is slow road), turn right to Eugene and on south through Eugene to Goshen (7 miles), turn left onto Route 58 and across the Cascades to Route 97. Go south on 97 the 18 miles to Crater-Diamond Lake Junction, then right on Route 230 to Diamond Lake Junction, and then left on Route 209 to Crater Lake. From this last junction you can run into Diamond Lake, about 7 miles, if you wish. With an early start from Florence you will have the late afternoon at Crater Lake, even with stops along the rim drive as you approach Crater Lake Lodge, for your night's stay. (See Oregon section for map, pictures and details about Crater Lake).

MILES

19th DAY —
CRATER LAKE to CRESCENT CITY, CALIFORNIA 204

Do not tarry too long at Crater before starting for Crescent City, as much of this drive is slow-going. Follow Route 62 to Medford, Route 99 from Medford to Grant's Pass, then turn left on Route 199 to Crescent City. The junction is at the edge of Grant's Pass, just before Route 99 crosses the Rogue River bridge. Most of this day's drive is through very scenic country — mountains, streams and timber, and the first of the Redwoods just before you get to Crescent City. About half way between Grant's Pass and Crescent City (at Cave Junction) a side road takes you the 20 miles into Oregon Caves National Monument, if you want to visit it, and you can if you got an early start from Crater. Average driving time, without side trip, about seven hours.

20th DAY — CRESCENT CITY to UKIAH....254

You have been routed from Crater Lake to the California Coast (rather than directly south from Crater) in order to take you through the heart of the Redwood Empire. The large groves of larger trees are below Eureka, and extend intermittently for almost 100 miles. Allowing for stops, you will need all day for this 250 miles, as a 35 mile an hour average will be good. Route 101.

21st DAY — To and at SAN FRANCISCO.....120

Route 101 all the way, into San Francisco over the Golden Gate bridge. With an early start you will have most of the day and evening for sight-seeing around the City by the Golden Gate. (See main text for details, in California section).

22nd DAY —
SAN FRANCISCO to MONTEREY, CALIF. 130

The easiest driving, the best road and the fastest route is Route 101 through San Jose to Salinas, and then west to Monterey. This takes you through the South Shore suburban communities and beautiful Santa Clara valley. An alternate route, along the Coast, is Route 1 all the way to Monterey. The Big Basin and Santa Cruz Big Tree areas can be reached from this highway, a short distance north from Santa Cruz, if you want to see more giant Redwoods. But this route is slow and gets a little tedious, and the Coastline is not as picturesque as you will see around Monterey.

23rd DAY —
MONTEREY to YOSEMITE NATIONAL PARK 242

This is a good six hours drive, leaving two or three hours for additional sight-seeing around Monterey. Or an early start will give you some afternoon time in Yosemite Valley. Return to Salinas the way you came in, from Route 101, then north on 101 about 17 miles to a junction with a road to San Juan Bautista. At San Juan make a short visit to the Old Mission and some of the old houses occupied by the Spanish and Mexican rulers of the territory before Fremont's expedition a century ago. Follow Route 156 through Hollister to Route 152, turn right on 152 to Route 99 and then north on Route 99 to Merced. Follow Route 140 east from Merced to Yosemite Valley. (See California section for map, pictures and details about Yosemite).

24th DAY —
YOSEMITE to KING'S CANYON NATIONAL PARK 224

From Yosemite Valley follow the Wawona road toward Fresno. As you go out of the Park, take a short side trip to the Mariposa Grove of giant Sequoias. Follow Route 41 to Fresno and then Route 180 east from Fresno to King's Canyon. The Park has two main attractions — the General Grant Grove of Sequoias, and King's River Canyon. You will not get to the Park in time for the drive down into the Canyon, so spend what time you have looking over the giants of the forest. Stay at the Grove over night. (See California section for map, pictures and details about King's Canyon).

25th DAY —
KING'S CANYON to SEQUOIA NATIONAL PARK 40

Make the trip into King's Canyon in the morning as you can drive to Sequoia in two hours, with stops along the way. You should have time during the afternoon to make the short drives around Sequoia, to the various groves near the Sentinel Tree Ranger Station area. Stay in this vicinity over night. (See California section for map, pictures and details about Sequoia).

26th DAY —
SEQUOIA to SANTA BARBARA.....284

This is a good eight hour drive. From the Giant Forest area go on through Sequoia to the south entrance, where the road becomes Route 198. Follow 198 to Route 99, just west of Visalia, then turn south on 99 to and through Bakersfield. About 8 miles south of Bakersfield turn west on Route 399 and follow it west and south into Ventura, on the Coast. At Ventura turn right on Route 101 for the 27 miles to Santa Barbara. If you want to use the time allotted to Santa Barbara for a longer stay in Los Angeles, do not turn onto Route 399 below Bakersfield but stay on Route 99 into Los Angeles.

27th DAY —
SANTA BARBARA to LOS ANGELES.....100

As this is a short afternoon drive, you will have several hours for sight-seeing around Santa Barbara in the morning. The route south is 101 and 101 Alternate, the junction of the two being a few miles south of Ventura. Route 101 approaches Los Angeles through San Fernando Valley and Hollywood; Alternate 101 follows the Coast to Santa Monica, and then into Los Angeles.

28th DAY —
LOS ANGELES to SAN DIEGO and return 252

To get the most from this trip, go to Long Beach and from there south on Alternate 101 to where it runs into 101 at Capistrano Junction, and then 101 to San Diego. Return 101 regular all the way, which means taking the right turn at Capistrano Junction, approaching Los Angeles through San Juan Capistrano, Santa Ana, Anaheim and Whittier. This is a rather strenuous one day trip but can be made easily with an early start and not too many stops. A two day trip will give you ample time for a quick visit across the Mexican border to Tia Juana, and stops at San Luis Rey and San Juan Capistrano Missions, going or returning.

29th DAY — At LOS ANGELES

(See main text in California section, for sights to see).

30th DAY —
LOS ANGELES to LAS VEGAS, NEVADA.....290

Follow Route 66 to San Bernardino and Barstow, then Route 91 to Las Vegas. You may encounter rather high temperatures beyond San Bernardino during the summer months, but nothing to worry about. As this is a good,

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safe highway, it can be driven by night, if you prefer the cooler night air. There is little of scenic value beyond San Bernardino except the Joshua Trees in the desert between Cajon Pass and Victorville.

31st DAY —
LAS VEGAS (and BOULDER DAM) to ZION NATIONAL PARK 240

If you didn't get to Las Vegas in time the day before for a visit to Boulder Dam, make the 60 mile round trip this morning before starting for Zion. You can drive from Las Vegas to Zion easily in five hours. Follow Route 93 to Boulder Dam and return, then leave Las Vegas over Route 91, which you follow to the junction with Route 17 about 11 miles beyond St. George. Follow Route 17 the 12 miles to where it merges into Route 15, and on into Zion.

32nd DAY —
ZION to BRYCE to NORTH RIM, GRAND CANYON 251

Allow about six hours for driving time and divide the balance of the time between Zion, Bryce and the North Rim of Grand Canyon. If you get an early start you will have six hours of good sight-seeing. Go out of Zion east on Route 15, through the tunnel, to Mt. Carmel Junction, then north on Route 89 to Bryce Junction, then right into Bryce and back to Route 89. Backtrack to Mt. Carmel Junction then proceed south on 89 through Kanab, and Fredonia to Jacob Lake. Follow Route 67 from Jacob Lake to the North Rim of the Canyon. If you are tempted to skip seeing the North Rim, with the idea of reaching the South Rim this day, I suggest you not attempt it. It would mean a 380 mile drive, would give you no time at Zion or Bryce, and you would not see the 25 miles of spectacular South Rim views under decent light conditions. Accommodations between Jacob Lake and the South Rim are few, poor and far between, if you were obliged to stop short of South Rim Village.

NORTH RIM, GRAND CANYON to
33rd DAY —
SOUTH RIM 215

Driving time is about five hours. Allow two hours for the 25 mile South Rim drive, approaching the Village. The balance of the time can be divided between the North Rim, a stop at Navajo Bridge, and for sights along the way. From the North Rim you have to backtrack to Jacob Lake, then turn right onto Route 89 to Cameron and to Grand Canyon Junction just south of Cameron, then right toward Grand Canyon, on Route 64. (Side trips to Hopi village of Moenkopi, Monument Valley, Navajo and Rainbow Bridge National Monuments are made from Tuba City turn off about 10 miles north of Cameron).

34th DAY —
SOUTH RIM, GRAND CANYON, to GALLUP, N. MEX. 297

If you didn't make it the day before, take the drive west from the Village to Hermit's Rest, before you leave the Park (16 miles roundtrip). Leave the Village on Route 64 south to Route 66, then left on 66 to Holbrook, turn right at Holbrook onto Route 260 to the south entrance of the Petrified Forest, then north through the Forest to Route 66 again, and the Painted Desert, then right on 66 to Gallup. If you plan to see Canyon de Chelly turn off Route 66 at Chambers, north to Ganado and Chinle.

MILES

This is the day you will either by-pass some of the most interesting sights in Arizona or decide to extend your schedule and see such things as Oak Creek Canyon, the San Francisco Peaks area, and Montezuma Castle, Sunset Crater, Tuzigoot, Walnut Canyon and Wupatki National Monuments. Make Flagstaff your headquarters for these side trips.

35th DAY —
GALLUP to SANTA FE, N. MEX. 197

Although this day's drive is through very interesting country there are no points at which you will likely want to stop, unless it would be at some of the Trading Posts along the road. You should get to Santa Fe in time for short visits to some of the many interesting spots around this quaint old town. There are side trips off this day's route, if you wish to make them — from Gallup to Zuni Indian Pueblo, then east to Inscription Rock (El Morro) and back onto Route 66 at Grants, and the other, into Acoma Indian Pueblo and the Enchanted Mesa, from McCarty's, and back to Route 66 just west of Laguna. Chaco Canyon and Aztec Ruins are north of Gallup. See New Mexico State Map. Omitting the side trips, you follow Route 66 to Albuquerque and then Route 85 to Santa Fe.

36th DAY — SANTA FE to TAOS, N. MEX. ... 71

This day will be one of the most unusual and most interesting of your entire trip. This will be "Pueblo Day", with visits to the pueblos of San Ildefonso and Santa Clara, where some of the finest Indian pottery is made, and to Taos, best known and most picturesque of all the pueblos in the Southwest. There is one side trip attraction off this route, Bandelier National Monument. Follow Route 84 north out of Santa Fe to Espanola, then Route 64 to Taos. Stay in the town of Taos for the night.

37th DAY —
TAOS to COLORADO SPRINGS, COLO. 255

This will be a seven hour drive as the road is slow and there is much to see along the 57 miles from Taos to Cimarron. Follow Route 64 to Raton and then Route 85 into Colorado Springs, through Trinidad, Walsenburg and Pueblo. The only side trip you might make from this route is the 100 mile roundtrip from Pueblo to the Royal Gorge.

38th DAY — At COLORADO SPRINGS

(See main text in Colorado section, for points of interest in this area).

39th DAY —
COLORADO SPRINGS to ROCKY MT. NATIONAL PARK 137

As this is only a four hour drive you will have a half day at either Colorado Springs or the Park, whichever you prefer. Follow Route 85-87 from Colorado Springs to Denver, Route 87 north from Denver to junction with Route 66, then left to Estes Park and on west into the Rocky Mt. National Park. See main text regarding accommodations in the Park.

40th DAY — At ROCKY MT. NATIONAL PARK

(See main text in Colorado section for map and trips within the Park).

NOTE: Residents of the West can complete the circuit of this Blue Route by going from the Rocky Mt. National Park via Route 34 to Loveland, Colorado, then north on Route 87 to Cheyenne, and from there to Newcastle, Wyoming via Route 85, and then east on Route 16 to Mt. Rushmore Memorial.

PURPLE ROUTE

Day-by-Day Schedule for the trip

This schedule is only a guide as to route, optional side trips and over night stops. Read the main text, in each State section, for maps, pictures and details of the various attractions.

MILES

1st DAY — At COLORADO SPRINGS, COLO.

(See main text in Colorado section for points of interest in this area).

2nd DAY —
To and at ROCKY MT. NATIONAL PARK 137

As this is only a four hour drive you will have a half day at the Park. Follow Route 85-87 from Colorado Springs to Denver, Route 87 north from Denver to junction with Route 66, then left to Estes Park village and on west into the Rocky Mt. National Park. See text in Colorado section regarding accommodations, auto trips and trails within the Park.

3rd DAY —
ROCKY MT. NATIONAL PARK to LARAMIE, WYOMING 108

You will have all morning in the Park as it is only a three hour drive to Laramie. From your starting point in the Park go to Estes Park village, then east on Route 34 to Loveland, where Routes 287 and 87 separate. Take the left-hand road, Route 287, to Laramie.

4th DAY —
LARAMIE to GRAND TETON NATIONAL PARK 394

This will be a long drive but over good, fast roads most of the way. You should allow at least 10 hours. Leave Laramie on Route 30-287 and follow to Rawlins, then right at Rawlins on Route 287 all the way to Moran Junction at the Tetons, then south on Route 89 to the Park entrance. From just below Lander to Togwotee Pass the road parallels the Continental Divide for more than 100 miles. Stop at Togwotee Pass for the marvelous view and the masses of wild-flowers if you are by here in late June and early July. (See Wyoming section for details about the Teton area).

5th DAY —
THE TETONS to YELLOWSTONE CANYON 95

As you can easily drive to Yellowstone Canyon in four hours, with some stops, you will have several hours at the Tetons, and at the best time of day for pictures and sight-seeing. Route 89 from Moran to the south entrance of Yellowstone and straight ahead to Thumb Junction, then follow the right hand road to Fishing Bridge and Lake Junction and straight ahead to Yellowstone Canyon. By staying at the Canyon over night you will be on hand for early morning views of the Canyon and Yellowstone Falls, when they can both be seen and photographed to the best advantage. (See main text Wyoming section, for full details on Yellowstone).

MILES

6th DAY —
YELLOWSTONE CANYON to "OLD FAITHFUL" 55

See the Canyon and Falls from Artist's Point on the east rim first. A trail leads to the River at the foot of the Falls, from Canyon Lodge, but it is a strenuous climb back. Then to the west rim and the several viewpoints, including the stairway trip to the top of the Falls. From Canyon Junction take the road to Norris Junction, stopping at the Norris Geyser Basin, then on to Madison Junction, and south toward "Old Faithful" Geyser. There are numerous geysers, mudpots and other phenomena along the way but do not use up all your time at them, for you will want to see at least one daytime eruption of "Old Faithful", and don't miss the floodlighted, nighttime play of this spectacle. Stay at "Old Faithful" village for the night. (See main text for maps, pictures, trips and trails in Yellowstone, in Wyoming section).

7th DAY —
"OLD FAITHFUL" to SALT LAKE CITY, UTAH 368

If you saw the sights between the Canyon and "Old Faithful" the day before, there will be no reason to stop during this day's drive. It will take about nine hours. Backtrack from "Old Faithful" to Madison Junction, then west to West Yellowstone, then west and south on Route 191 to Idaho Falls and on through Pocatello on Route 91-191 to Downey. At Downey take Route 191 through Malad City to Brigham, then Route 89-91 through Ogden to Salt Lake City. This is all fast road. A more scenic drive that is 30 miles longer and two hours slower but is worth the effort if you are more interested in seeing nice country than in saving time. This alternate route is from "Old Faithful" to Thumb Junction in Yellowstone, then back to Moran and past Teton Park to the town of Jackson. At the junction south of Jackson take Route 22, to the right, over beautiful Teton Pass to Victor, then Route 31 to Swan Valley, to the left on Route 29 to Alpine, then Route 89 through Montpelier to Logan, past Big Bear Lake and through delightful Logan Canyon. From Logan to Salt Lake City via Route 91.

8th DAY —
SALT LAKE CITY to ELKO, NEVADA 239

As you can drive to Elko in five and a half hours you will have the morning for sight-seeing around Salt Lake City, and a stop at Great Salt Lake on your way west. Follow Route 40 all the way. (See main text in Utah section for information on Salt Lake City and environs).

9th DAY —
ELKO to RENO, NEVADA 289

This is an easy six hour drive, getting you to Reno in time for a run down to Virginia City and Gold Hill

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(Ghost towns) about 20 miles south of Reno. This will leave the evening for visits to the gambling palaces in Reno, as spectator or participant, as your conscience dictates.

10th DAY —
RENO to LAKE TAHOE to
SAN FRANCISCO 267

As you will want to make a leisurely drive along the shore of Lake Tahoe and through the mountains beyond, get an early start. Follow Route 40 from Reno west through Truckee to Tahoe Junction, then south on Route 89 along the west shore of the Lake to Meyers. If you have the time, before you turn off Route 40 to Tahoe, go on west the few miles to Donner Pass for the magnificent view back to the east across Donner Lake. From Meyers follow Route 50 over Echo Pass to Sacramento through Placerville, one of the famous old towns of the Mother Lode country and days of '49. From Sacramento follow Route 40 to San Francisco via the Oakland-Bay bridge.

11th DAY — At SAN FRANCISCO

(See description of Points of Interest in main text, California section).

12th DAY —
SAN FRANCISCO to MONTEREY, CALIF. 130

The easiest driving, the best road and the fastest route is Route 101 through San Jose to Salinas, and then west to Monterey. This takes you through the South Shore suburban communities and beautiful Santa Clara valley. An alternate route, along the Coast, is Route 1 all the way to Monterey. The Big Basin and Santa Cruz Big Tree areas can be reached from this highway north from Santa Cruz, if you want to see some giant Redwoods. But this route is slow and the coastline is not as picturesque as you will see around Monterey. (See main text, California section, for points of interest in Monterey area).

13th DAY —
MONTEREY to YOSEMITE
NATIONAL PARK 242

As you can make this drive in six hours you will have two or three hours for additional sight-seeing around Monterey. Or an early start will give you some afternoon time in Yosemite Valley. Return to Salinas the way you came in from Route 101, then north on 101 about 17 miles to a junction with a road to San Juan Bautista. At San Juan make a short visit to the Old Mission and some of the old houses occupied by the Spanish and Mexican rulers of the territory before Fremont's expedition a century ago. Follow Route 156 through Hollister to Route 152, turn right on 152 to Route 99 and then north on Route 99 to Merced. Follow Route 140 east from Merced to Yosemite Valley. (See main text, California section, for maps, pictures and description of Yosemite National Park).

14th DAY —
YOSEMITE to FRESNO, CALIF. 95

As you probably did not get to Yosemite the day before in time for much looking around, you can spend this morning in the Valley, when light is best anyway. As you leave for Fresno take the Wawona road through the tunnel to Chinquapin junction, then left to Glacier Point viewpoint, then backtrack to Chinquapin and on toward Fresno, with another short side trip to the Mariposa Grove of giant Sequoias. As this Purple Route does not take you to Sequoia National Park, this will be your one opportunity to see the Sequoias, first cousins to the Redwoods but sufficiently different to make them a major attraction. After you return to the main route, follow on to Fresno. The road becomes Route 41 as it leaves the Park.

15th DAY —
FRESNO to SANTA BARBARA,
CALIFORNIA 247

From Fresno take Route 41 all the way to Paso Robles, and then south on Route 101 to Santa Barbara. There are other routes but the one suggested is the shortest good road, and it will give you a pleasant 35 mile drive along the Pacific as you approach Santa Barbara. (See main text for details on Santa Barbara).

16th DAY —
SANTA BARBARA to LOS ANGELES.....100

As this is a short afternoon drive, you will have several hours for sight-seeing around Santa Barbara in the morning. The route south is 101 and 101 Alternate, the junction of the two being a few miles south of Ventura. Route 101 approaches Los Angeles through San Fernando Valley and Hollywood; Alternate 101 follows the Coast to Santa Monica, and then into Los Angeles.

17th DAY —
LOS ANGELES to SAN DIEGO
and return 252

To get the most from this trip, go to Long Beach and from there go south on Alternate 101 to where it merges with regular 101 at Capistrano Junction, and then on to San Diego by 101. Return regular 101 all the way, which means taking the right turn at Capistrano Junction, approaching Los Angeles through San Juan Capistrano, Santa Ana, Anaheim and Whittier. This is a rather strenuous one day trip but can be made easily with an early start and not too many stops. A two day trip will give you ample time for a quick visit across the Mexican border to Tia Juana, and stops at San Luis Rey and San Juan Capistrano Missions, going or returning. (See main text in California section for things to see at San Diego).

18th DAY — At LOS ANGELES

(See main text in California section, for sights to see).

19th DAY —
LOS ANGELES to LAS VEGAS, NEVADA.....290

Follow Route 66 to San Bernardino and Barstow, then Route 91 to Las Vegas. You may find daytime temperatures across the desert a little too warm, but as this road is good and safe it can be driven at night if you prefer. There is little of scenic value beyond San Bernardino except the Joshua Trees in the desert between Cajon Pass and Victorville.

20th DAY —
LAS VEGAS (and BOULDER DAM) to
ZION NATIONAL PARK 240

If you didn't get to Las Vegas in time the day before for a visit to Boulder Dam, make the 60 mile round trip this morning before starting for Zion. You can drive from Las Vegas to Zion easily in five hours. Follow

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Route 93 to Boulder Dam and return, then leave Las Vegas over Route 91, which you follow to the junction with Route 17 about 11 miles beyond St. George. Follow Route 17 the 12 miles to where it merges into Route 15, and then 15 on to Zion. (See main text, Utah section, for maps and description of Zion National Park).

21st DAY —
ZION to BRYCE to NORTH RIM, GRAND CANYON 251

Allow about six hours for driving time and divide the balance of the day between Zion, Bryce and the North Rim of Grand Canyon. If you get an early start you will have six hours of good sight-seeing. Go out of Zion east on Route 15, through the tunnel, to Mt. Carmel Junction, then north on Route 89 to Bryce Junction, then right into Bryce and back to Route 89. Backtrack to Mt. Carmel Junction then proceed on south on 89 through Kanab and Fredonia to Jacob Lake. Follow Route 67 from Jacob Lake to the North Rim of the Canyon. If you are tempted to skip seeing the North Rim, with the idea of reaching the South Rim this day, I suggest you not attempt it. It would mean a 380 mile drive, would give you no time at Zion or Bryce, and you would not see the 25 miles of spectacular South Rim views under decent light conditions. Accommodations between Jacob Lake and the South Rim are few, poor and far between, if you were obliged to stop short of South Rim Village. (See main text, Utah section, for details and description of Bryce Canyon National Park, and the Arizona section for full information about North Rim, Grand Canyon).

22nd DAY —
NORTH RIM, GRAND CANYON to SOUTH RIM 215

Driving time is about five hours. Allow two hours for the 25 mile South Rim drive, approaching the Village. The balance of the time can be divided between the North Rim, a stop at Navajo Bridge, and for sights along the way. From the North Rim you have to backtrack to Jacob Lake, then right onto Route 89 to Cameron and to Grand Canyon Junction just south of Cameron, then right toward Grand Canyon, on Route 64. If you plan to visit the Hopi village of Moenkopi, Navajo National Monument, Rainbow Bridge or Monument Valley, you turn off onto the Tuba City road about 10 miles north of Cameron. (See main text, Arizona section, for full information about the South Rim area of Grand Canyon).

23rd DAY —
SOUTH RIM, GRAND CANYON to GALLUP, N. MEX. 297

If you didn't make it the day before, take the drive west from the Village to Hermit's Rest, before you leave the Park (16 miles roundtrip). Leave the Village on Route 64 south to Route 66, then left on 66 to Holbrook, turn right at Holbrook onto Route 260 to the south entrance of the Petrified Forest, then north through he Forest to Route 66 again, and the Painted Desert, then right on 66 to Gallup. This is the day you will either by-pass some of the most interesting sights in Arizona or decide to extend your schedule and see such things as Oak Creek Canyon, the San Francisco Peaks area, and Montezuma Castle, Sunset Crater, Tuzigoot, Walnut Canyon and Wupatki National Monuments. If you do visit any or all of them, make Flagstaff your headquarters for these side trips. If you plan to visit Canyon de Chelly National Monument you will turn off Route 66 at Chambers, 23 miles east of Painted Desert. (See main text, Arizona section, for detailed description of all these attractions).

24th DAY —
GALLUP to SANTA FE, N. MEX. 197

Although this day's drive is through very interesting country there are no points at which you will likely want to stop, unless it would be at some of the Trading Posts along the road. You should get to Santa Fe in time for short visits to some of the many interesting spots around this quaint old town. There are side trips off this day's route, if you wish to make them — from Gallup to Zuni Indian Pueblo, then east to Inscription Rock (El Morro) and back onto Route 66 at Grants, and the other, into Acoma Indian Pueblo and the Enchanted Mesa, from McCarty's and back to Route 66 just west of Laguna. Aztec Ruins is a side trip from Gallup, Chaco Canyon a side trip from Thoreau, both routes north from U. S. 66. Omitting the side trips, you follow Route 66 to Albuquerque and then Route 85 to Santa Fe. (See main text, New Mexico section, for full information about the above named places).

25th DAY —
SANTA FE to TAOS and return 142

This will be "Pueblo Day", for no tourist should pass through this part of the Southwest without visiting one or more of the Indian Pueblos up the Rio Grande valley north of Santa Fe. My suggestion is that you make stops at San Ildefonso and Santa Clara pueblos, where some of the finest Indian pottery is made, and go on to Taos, best known and most picturesque of all the pueblos. There is one side trip attraction off this route, Bandelier National Monument, further inland on the road into San Ildefonso Pueblo. From Santa Fe follow Route 84 north to Espanola, then Route 64 to Taos, and return to Santa Fe over the same route. (See main text for description of the Pueblos in this area, in the New Mexico section).

26th DAY —
From SANTA FE toward home —

if you came from the east.

NOTE: Residents of the west can complete the circuit on this Purple Route by following the Blue Route from Santa Fe to Colorado Springs.

GREEN ROUTE (Solid Line)

Day-by-Day Schedule for the Trip

MILES

1st DAY — At COLORADO SPRINGS

(See Colorado section for Points of Interest).

2nd DAY — To and at ROCKY MT. NATIONAL PARK 137

As this is only a four hour drive you will have a half day at the Park. Follow Route 85-87 from Colorado Springs to Denver, Route 87 north from Denver to junction with Route 66, then left to Estes Park village and on west into the Rocky Mt. National Park. See text in Colorado section regarding accommodations, auto trips and trails within the Park.

3rd DAY —
ROCKY MT. NATIONAL PARK to CRAIG, COLORADO 188

This is a five to six hour drive. You will have time to stop at several points as you go out of the Park over the Summit and Milner Pass, and for a short stop at Grand Lake on the west side of the Park. Follow the Grand Lake road (which becomes Route 34 from the Park) to Granby Junction, then right on Route 40, over Rabbit Ear's Pass and through Steamboat Springs, to Craig. (See main text for details of this day's drive through the Park and to Grand Lake).

4th DAY — CRAIG to SALT LAKE CITY.....305

There is much to see along the way but no one spot at which you will likely want to stop, unless you wish to make the side trip to Dinosaur National Monument, a few miles from Jensen, Utah. Route 40 is reasonably fast road and you should have no trouble in making it in seven hours from Craig to Salt Lake City.

5th DAY —
SALT LAKE CITY to ELKO, NEVADA.....239

As you can make it to Elko in five and a half hours you will have the morning for sight-seeing around Salt Lake City, and a stop at Great Salt Lake on your way west. The Bonneville Salt Flats, near Wendover, is the place where most high-speed auto tests against time have been made. Follow Route 40 all the way. (See main text in Utah section as to what to see in Salt Lake City).

6th DAY — ELKO to RENO, NEVADA.....289

This is an easy six hour drive, getting you into Reno in time for a run down to Virginia City and Gold Hill (Ghost towns) about 20 miles south of Reno. This will leave the evening for visits to the gambling palaces in Reno, as spectator or participant — the choice is yours. I might omit mention of these places, but you would probably go anyway, most everybody does.

7th DAY — RENO to LAKE TAHOE to SAN FRANCISCO 267

As you will want to make a leisurely drive along the California shore of Lake Tahoe, and as you cannot make fast time through the mountains beyond there, get an early start. Follow Route 40 from Reno west through Truckee to Tahoe Junction, then south on Route 89 along the west shore of the Lake to Meyers. If you have the time, before you turn off Route 40 to Tahoe, go on west the few miles to Donner Pass for the magnificent view back to the east across Donner Lake. From Meyers follow Route 50 over Echo Pass to Sacramento through Placerville, one of the famous old towns of the Mother Lode country and days of '49. From Sacramento follow Route 40 to San Francisco via the Oakland-Bay bridge. (See main text, California section, for description of points of interest on this day's drive).

8th DAY — At SAN FRANCISCO

(See Points of Interest in California section).

9th DAY —
SAN FRANCISCO to MONTEREY, CALIF. 130

The easiest driving, the best road and the fastest route is Route 101 through San Jose to Salinas, and then west to Monterey. This takes you through the South Shore suburban communities and beautiful Santa Clara valley. An alternate route, along the Coast, is Route 1 all the way to Monterey. The Big Basin and Santa Cruz Big Tree areas are reached from this highway, north from Santa Cruz, if you did not see the giant Redwoods in Muir Woods, across the Golden Gate from San Francisco. But this route is slow and a little tedious, and the coastline is not as picturesque as the Monterey peninsula.

10th DAY — MONTEREY to YOSEMITE NATIONAL PARK 242

This is a good six hour's drive, leaving two or three hours for additional sight-seeing around Monterey or with an early start, some additional time in Yosemite Valley, which you will want. Return to Salinas the way you came in from Route 101, then north on 101 about 17 miles to a junction with a road to San Juan Bautista. At San Juan make a short visit to the Old Mission and some of the old houses occupied by the Spanish and Mexican rulers of the territory before Fremont's expedition a century ago. Follow Route 156 through Hollister to Route 152, turn right on 152 to Route 99 and then north to Merced. Follow Route 140 east from Merced to Yosemite Valley. (See main text, California section, for complete details about Yosemite).

11th DAY — YOSEMITE to BAKERSFIELD...202

To give you more time in the morning at Yosemite, I suggest you plan to stop for the night at Bakersfield. As you can drive this in five and a half hours you will have a half day at Yosemite. Leave the Valley by eleven o'clock, take the Wawona road toward Fresno to Chinquapin junction in the Park, turn left to Glacier Point viewpoint for the grand view of Yosemite Valley from the rim. Back to Chinquapin and on toward Fresno again, but take the short side trip into the Mariposa Grove of Giant Sequoias, at the south side of the Park. This will be your one opportunity to see these majestic 3,000 to 5,000 year old trees, unless you go to Sequoia National Park. After returning to the main road, follow it to Fresno. It becomes Route 41 as it leaves the Park. At Fresno turn south on Route 99 to Bakersfield.

MILES

12th DAY —
BAKERSFIELD to LOS ANGELES.....105

As this is a rather fast mountain road you can make the drive in three hours, giving you more than half this day in Los Angeles. Follow Route 99 all the way, through San Fernando, North Hollywood, and Hollywood into Los Angeles. If you can spare an hour or so, visit the old San Fernando Mission, just a short distance west of the main highway. If you miss the highway markers make local inquiry in the town of San Fernando.

13th DAY — At LOS ANGELES

(See California section, for list of things to see and do).

14th DAY —
LOS ANGELES to SAN DIEGO and return....252

To get the most from this trip, go first to Long Beach and from there go south on Alternate 101 to where it merges with regular 101 at Capistrano Junction, and then on to San Diego by 101. Return regular 101 all the way, which means taking the right turn at Capistrano Junction, approaching Los Angeles through San Juan Capistrano, Santa Ana, Anaheim and Whittier. This is a rather strenuous one day trip but can be made easily with an early start and not too many stops. A two day trip will give you ample time for a quick visit across the Mexican border to Tia Juana, and stops at San Luis Rey and San Juan Capistrano Missions, going or returning. (See main text in California section for things to see at San Diego).

15th DAY —
LOS ANGELES to LAS VEGAS, NEVADA.....290

Follow Route 66 to San Bernardino and Barstow, then Route 91 to Las Vegas. You may find daytime temperatures across the desert a little too warm, but as this road is good and safe it can be driven at night if you prefer. There is little of scenic value beyond San Bernardino except the Joshua Trees in the desert between Cajon Pass and Victorville.

16th DAY —
LAS VEGAS to BOULDER DAM to
GRAND CANYON 291

Follow Route 93 from Las Vegas to Kingman, by way of Boulder City and Boulder Dam. As this is a fast road, you can spare a couple of hours at the Dam for sightseeing, including the trip into the Dam and Powerhouse, and perhaps, the boat trip on Lake Mead from the recreation area to the back side of the Dam. From Kingman follow Route 66 to Grand Canyon Junction just east of Williams, Arizona, then Route 64 north to Grand Canyon Village, on the South Rim. If you can, get to the Canyon an hour or so before sundown and make the drive to Hermit's Rest eight miles west of the Village. (See Arizona section, for details about Grand Canyon).

17th DAY —
GRAND CANYON (South Rim) to
GALLUP, N. MEX. 297

Leave Grand Canyon Village east on Route 64, the first 25 miles being the South Rim Drive, with its dozens of spectacular views of the Canyon. On to junction just south of Cameron and then south on Route 89 to its junction with Route 66, east of Flagstaff. Between Cameron and Route 66 you will pass Wupatki National Monument, about five miles to the east, and Sunset Crater National Monument a little further south and on the same side of the road. You will get an excellent view of Sunset Crater from the highway. When you reach the junction of 89 and 66, turn east on Route 66 to Holbrook, then right at Holbrook onto Route 260 to the south entrance of the Petrified Forest, then north through the Forest to Route 66 again, and the Painted Desert, then right on Route 66 to Gallup. This is the day you will either by-pass some of the most interesting sights in Arizona or decide to extend your schedule to include seeing Oak Creek Canyon, the San Francisco Peaks area, and Montezuma Castle, Tuzigoot, and Walnut Canyon National Monuments. If you do visit any or all of these, make Flagstaff your headquarters for these side trips. If you plan to visit Canyon de Chelly National Monument you will turn off Route 66 at Chambers, 23 miles east of the Painted Desert. (See main text, Arizona section, for detailed description of all these attractions).

GREEN ROUTE

18th DAY —
GALLUP to SANTA FE, N. MEX. 197

Although this day's drive is through very interesting country there are no points at which you will likely want to stop, unless it would be at some of the Trading Posts along the road. You should get to Santa Fe in time for short visits to some of the many interesting spots around this quaint old town. There are side trips off this day's route, if you wish to make them — from Gallup to Zuni Indian Pueblo, then east to Inscription Rock (El Morro) and back to Route 66 at Grants, and the other, into Acoma Indian Pueblo and the Enchanted Mesa, from McCarty's, and then back to Route 66 just west of Laguna. Chaco Canyon and Aztec Ruins National Monuments lie several miles to the north of Gallup. See New Mexico map. Omitting the side trips, you follow Route 66 to Albuquerque and then Route 85 to Santa Fe. (See main text, New Mexico section, for full information about the above named places).

19th DAY —
SANTA FE to TAOS and return 142

This will be "Pueblo Day", for no tourist should pass through this part of the Southwest without visiting one or more of the Indian pueblos up the Rio Grande valley north of Santa Fe. My suggestion is that you make stops at San Ildefonso and Santa Clara pueblos, where some of the finest Indian pottery is made, and then on to Taos, best known and most picturesque of all the pueblos. There is one side trip attraction off this route, Bandelier National Monument, further inland on the road into San Ildefonso Pueblo. From Santa Fe follow Route 84 north to Espanola, then Route 64 to Taos, and return to Santa Fe over the same route. (See main text, in the New Mexico section, for description of the Pueblos in this area.)

20th DAY —
FROM SANTA FE toward home —

if you came from the east.

NOTE: Residents of the West can complete the circuit on this Green Route by following the Blue Route from Santa Fe to Colorado Springs.

EXPANDED GREEN ROUTE

Day-by-Day Schedule for the Trip

This Expanded Green Route adds many worthwhile sights, gets you into a portion of the great Northwest, and takes you through much interesting and decidedly different country — all with the addition of only 825 miles and three extra days. Remember, these schedules are only a guide as to routes, optional side trips, and overnight stops. Read the main text in each State section for maps, pictures and details of the various attractions you will see.

MILES

1st DAY — At COLORADO SPRINGS

(See main text in Colorado section for Points of Interest in this area)

2nd DAY —
To and at ROCKY MT.
NATIONAL PARK 137

As this is only a four hour drive you will have a half day at the Park. Follow Route 85-87 from Colorado Springs to Denver, Route 87 north from Denver to junction with Route 66, then left to Estes Park village and on west into the Rocky Mt. National Park. See text in Colorado section regarding accommodations, auto trips and trails within the Park.

3rd DAY —
ROCKY MT. NATIONAL PARK to
CRAIG, COLORADO 188

This is a five to six hour drive. You will have time to stop at several points as you go out of the Park over the Summit and Milner Pass, and for a short stop at Grand Lake on the west side of the Park. Follow the Grand Lake road (which becomes Route 34 from the Park) to Granby Junction, then right on Route 40, over Rabbit Ear's Pass and through Steamboat Springs, to Craig. (See main text in Colorado section for details of this day's drive through the Park and to Grand Lake).

4th DAY —
CRAIG to SALT LAKE CITY.....305

There is much to see through this interesting country but no one spot at which you will likely want to stop, unless you wish to make the side trip to Dinosaur National Monument, in from Jensen, Utah. The road is reasonably fast all the way to Salt Lake City and you should have no trouble in driving it in seven hours, without the side trip. (See Utah section for sights to see around Salt Lake City.)

5th DAY —
SALT LAKE CITY to
TWIN FALLS, IDAHO.....236

As you can make it to Twin Falls in five and a half hours you can spend the morning at Great Salt Lake and a visit to the Temple Grounds and perhaps the Capitol Building, all of which are well worth the time, and a quick trip 16 miles west to Great Salt Lake. From Salt Lake City go north on Route 91 through Ogden and Brigham to Tremonton, then left on Route 30S to its junction with regular Route 30 at Burley, then Route 30 to Twin Falls.

MILES

6th DAY —
TWIN FALLS to LA GRANDE, OREGON.....333

If you would like to see the Sun Valley area or the Craters of the Moon National Monument, take an extra day for the roundtrip of about 265 miles, from Twin Falls to Sun Valley, then back to Haley and east to Craters of the Moon then back track to Carey and into Twin Falls again. Omitting this one day side excursion, the route is regular Route 30 all the way to La Grande — the Old Oregon Trail, through Boise, Caldwell, Ontario and Baker.

7th DAY —
LA GRANDE to THE DALLES, OREGON.....184

The previous day's drive was scheduled to get you to La Grande for the night so you can, if you wish, make the side trip into the Wallowa Mountain region 75 miles north and east of La Grande. This is a marvelous area of lakes and 10,000 foot mountains as yet unspoiled, and is well worth the extra day's time it will take. Omitting this side trip, you continue on west from La Grande on Route 30 all the way to The Dalles, over the beautiful Blue Mountain country between La Grande and Pendleton. You can easily extend the day's drive beyond the Dalles, but I advise against it as you should see the Columbia River between there and Portland with the sun to your back and side, and you will get to Bonneville Dam and some of the best portions of the Columbia River Gorge when the light is best for pictures — shortly after noon.

8th DAY —
THE DALLES to PORTLAND..... 92

Again, it is Route 30 all the way — the Famous Columbia River Highway, considered one of the most scenic drives in America. If you didn't see the Indians fishing in the Columbia River east of The Dalles, you may want to drive back the few miles this morning before going on west toward Portland. At Hood River you should get a good view of 14,000 foot Mt. Adams to the north and Mt. Hood to the south. Stop at the various viewpoints as you continue west, making your first major stop at Bonneville Dam — go through the Powerhouse, see the Locks and Fish Ladders over which thousands of salmon climb every year in quest of their spawning grounds. And you will want to stop at Crown Point, one of the best vantage points from which to see the Columbia River Gorge, but do not shoot all your pictures here for there is another spot a short distance to the west where you can drive off the road a hundred yards and get what I think is the best composition in the area. From there you can proceed to Portland without further stops. If you are by this way about the first of May the Tulip fields on the outskirts of Portland will be a riot of color. (See main text, Oregon section, for full description of the attractions along this day's route).

MILES

9th DAY —
PORTLAND to CRATER LAKE NATIONAL PARK 302

If you want to see more of the Portland area I suggest spending a full day there rather than attempt to do any sight-seeing and then still make it to Crater Lake that day. Although you can drive it in seven hours, it is advisable to get there by three or four o'clock, to enjoy some of the late afternoon at the Lake. Follow Route 50 out of Portland east past Mt. Hood (excellent view from several places along the highway) and to this route's junction with Route 97 some 20 miles south of Maupin. Follow Route 97 to Crater-Diamond Lake Junction 10 miles below the town of Chemult, then west on Route 230 to Diamond Lake Junction, then south on Route 209 to Crater Lake. You will drive along the west shore of the Lake and you should stop at the viewpoints for a moment as you will not be back this way. (See main text, Oregon section, for maps, pictures and description of Crater Lake region).

10th DAY —
CRATER LAKE to LASSEN VOLCANIC NATIONAL PARK 270

Leave Crater Lake early so you will have some time for a visit to Shasta Dam (before you turn off at Redding to go into Lassen) or for more time at Lassen if you do not care to see the Dam. From the Lake drop down the grade to the junction, (4 miles) then left on Route 62 to Fort Klamath, then right onto Route 97 which you will follow through Klamath Falls to Weed. From Weed proceed south on Route 99 to the Shasta Dam road just north of Redding, if you are going into Shasta Dam, then on to Redding and east to Lassen on Route 44. However, if you do not care for the visit to the Dam, turn off Route 99, to the left two miles south of the town of Mt. Shasta onto Route 89 through McCloud and past Burney Falls to Lassen. In either case you will pass Mt. Shasta, the most majestic peak in California. You will by-pass the Lava Beds National Monument on this day's drive, but as you will see all you want of lava flows at Lassen I do not advise taking the time and the extra miles for the side trip. (See main California text for full description of the Lassen area).

11th DAY —
LASSEN PARK to SAN FRANCISCO.....250

If you have stayed at the Manzanita Lake area the night before (as I suggest you do), you will see the balance of the Park area reached by car, as you drive out and on toward San Francisco. The highway through the Park takes you over a pass close to Lassen Peak, past the Bumpas Hell region (a miniature of the geyser basins of Yellowstone) and through very interesting mountain formations. Follow Route 89 from the Park to its junction with Route 32 to Chico, then follow Route 99E to Marysville, Route 24 from Marysville to Woodland, then Route 99W to its junction with Route 40 west of Sacramento, and on west on Route 40 to San Francisco via the Oakland-Bay bridge. If you wish to go by way of Sacramento stay on Route 99E all the way from Chico to Sacramento, then on Route 40 to San Francisco.

12th DAY — At SAN FRANCISCO

(See main text, California section, for information as to how best to spend the day in San Francisco)

MILES

13th DAY —
SAN FRANCISCO to YOSEMITE NATIONAL PARK 212

You can drive this in about five hours but I suggest that you get an early start, to give you as many daylight hours at Yosemite Valley as possible. There will be much to see and not too much time in which to do it. From San Francisco cross the Oakland-Bay bridge, then take Route 50 to Manteca, turn right onto Route 99 to Merced, and then Route 140 east from Merced into Yosemite. (See main text, California section, for maps, pictures and what to see in Yosemite).

14th DAY —
YOSEMITE to BAKERSFIELD.....202

To give you more time at Yosemite, I suggest you plan to stop for the night at Bakersfield. As you can drive this 200 miles in five and a half hours you will have a half day at Yosemite. Leave the Valley by eleven o'clock, take the Wawona road toward Fresno to Chinquapin Junction, turn left to Glacier Point viewpoint for the grand view of Yosemite Valley from the rim. Back to Chinquapin and on toward Fresno again, but take the short side trip into the Mariposa Grove of giant Sequoias, at the south side of the Park. This will be your one opportunity to see these majestic 3,000 to 5,000 year old trees, unless you go to Sequoia National Park. After returning to the main road, follow it to Fresno. It becomes Route 41 as it leaves the Park. At Fresno turn south on Route 99 to Bakersfield.

15th DAY —
BAKERSFIELD to LOS ANGELES.....105

As this is a rather fast mountain road you can make the drive in three hours, giving you more than a half day in Los Angeles. Follow Route 99 all the way, through San Fernando, North Hollywood and Hollywood into Los Angeles. If you can spare an hour or so, visit the old San Fernando Mission, just a short distance west off the main highway. If you miss the highway markers make local inquiry in the town of San Fernando as to directions.

16th DAY — At LOS ANGELES

(See main text, in the California section, for list of things to see and do).

17th DAY —
LOS ANGELES to SAN DIEGO and return....252

To get the most from this trip, go first to Long Beach and then south on Alternate 101 to where it merges with regular 101 at Capistrano Junction, and then on to San Diego by 101. Return regular 101 all the way, which means taking the right turn at Capistrano Junction, approaching Los Angeles through San Juan Capistrano, Santa Ana, Anaheim and Whittier. This is a rather strenuous one day trip but can be made easily with an early start and not too many stops. A two day trip will give you ample time for a quick visit across the Mexican border to Tia Juana, and stops at San Luis Rey and San Juan Capistrano Missions, going or returning. (See main text, in California section, for things to see in San Diego).

18th DAY —
LOS ANGELES to BLYTHE, CALIF. 230

Besides the interesting country through which you will go for 60 miles east from Los Angeles, which you will

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want to see leisurely, you should make a stop at Palm Springs (even in the off-season of summer) and the Date Palm Gardens near Indio. You will pick up whatever time you lose on these stops on the fast road from Indio to Blythe. Follow Route 60 through Pomona and Riverside to Beaumont, where the route becomes 60-70 the rest of the way into Blythe, except for the detour over Route 111 through Palm Springs.

19th DAY —
BLYTHE to FLAGSTAFF, ARIZ. 266

Get an early start for there are stops that should be made on this day's trip. Follow Route 60-70 to Wickenburg, then Route 89 to the left out of Wickenburg to Prescott. As you get toward the top of the grade beyond Congress Junction, stop at the turnout for the expansive view across what appears to be all of southern Arizona and more. Beyond Prescott a few miles you will go through the Granite Dells, an imposing rock formation of such size and character to warrant a little exploration, but do not stop too long, for there will be still more impressive sights later in the day. Take the right turn at the junction just beyond the Dells, onto Route Alternate 89, and be sure to make the turn or you will miss the day's real scenic treats. Some 30 miles beyond this junction you will come upon the quaint little village of Jerome, the old mining town that insists on slipping down the mountain side; where burros mingle with the pedestrians in the streets, and houses cling in tiers to the none-too-secure mountain slopes. From Clarkdale, at the foot of the grade, a short side road turns to the left to Tuzigoot National Monument, which is worth the one hour visit. A little beyond this junction the road to Montezuma Castle National Monument takes off to the right, and if you can spare the two hours necessary for the trip, make it as the Castle is one of the most fascinating of all the Indian ruins in Arizona. About 23 miles beyond Clarkdale you will enter Oak Creek Canyon for 20 miles of some of the finest scenery in Arizona. Be sure to allow time for a leisurely drive through the Canyon, for you can make it into Flagstaff in less than an hour after coming up onto the plateau out of the Canyon. (See main text, in Arizona section, for full description of the attractions in this day's drive).

20th DAY —
FLAGSTAFF to GRAND CANYON
(South Rim) 93

Going into and coming back from Grand Canyon will be a loop drive, and you can go either way, but I suggest you go west from Flagstaff on Route 66 to Grand Canyon Junction, just east of Williams, and then north to the Canyon on Route 64. (See next day's schedule for return route to Route 66). It will take about three hours to get to the Canyon, which will leave most of the day for sight-seeing. First, take the drive west from Grand Canyon Village to Hermit's Rest (8 miles) and then do whatever exploring along the South Rim Drive east you have the time to do. You will cover this area on the way out the next day but it will be to your advantage to see much of the same territory by both afternoon and morning light, as the effects in the Canyon change in mood with every hour of the day. (See main text, in Arizona section, for maps, pictures and full description of this Grand Canyon area).

NOTE: Follow the "Schedule" for the Green (Solid Line) Route from Grand Canyon to Santa Fe, and the suggestion to residents of the West for completing the circuit.

ORANGE ROUTE

Day-by-Day Schedule for the Trip

This Orange Trip can be made in its entirety, or shortened by eliminating one or both of the "loop" trips. The "basic" trip is

Carlsbad to El Paso to Tucson to San Diego to Los Angeles, returning through Palm Springs, Blythe and Phoenix to El Paso. (This trip will require a minimum of 13 days)

To this you can add one loop trip

Los Angeles to Santa Barbara to Monterey to San Francisco and return by way of Yosemite to Los Angeles. (This trip will add a minimum of 6 days to the "basic" trip)

Or you can eliminate this loop trip north and add the partial loop trip on your return east from Los Angeles by going from

Los Angeles to Lone Pine to Death Valley to Las Vegas to Boulder Dam to Blythe, instead of direct from Los Angeles to Blythe, as you would return on the "basic" trip. (This will require a minimum of 3 days more than "basic" trip)

If you combine all the trips into one, the only alteration of the above schedule would be that you would not return to Los Angeles from Yosemite, but go east from Bakersfield to Mojave and then north to Lone Pine and then east into Death Valley, and on.

The following day-by-day schedule is for the combined trips; the total 3,525 miles and 20 day route. If you make only the "basic" trip or it and one of the "loop" trips, simply disregard those portions of this daily schedule you do not visit and pick up at point in the schedule from where you propose to proceed. The only exception is that if you make only the "basic" trip you will allow one day to get from Los Angeles to Blythe, or two days if you wish to spend a part of two days at Palm Springs.

The Combined Orange Routes take you to practically every worthwhile Point of Interest in the Southwest that can be reached at any time during the winter months, without encountering cold, ice or snow on roads or at points visited, except Yosemite. This has been included to give you a touch of wintertime in the mountains without involving you in any possible hazards. In season, this is a great wintertime sports playground and roads are kept open and in good shape at all times.

Read the main text in each State section for maps, pictures and details of the various attractions you will see.

MILES

1st DAY —
At CARLSBAD CAVERNS NATIONAL PARK

(See main text in New Mexico section for details)

2nd DAY —
CARLSBAD CAVERNS to ALAMOGORDO (via El Paso) 248

From Carlsbad follow Route 62 to El Paso, then right on Route 54 to Alamogordo. As this is an easy six hour drive you will have time to visit the White Sands National Monument west of Alamogordo about 15 miles, returning to Alamogordo for the night. If you have made good time, you may prefer to go on west from the White Sands to Las Cruces, about 55 miles, rather than back to Alamogordo.

3rd DAY —
ALAMOGORDO to DOUGLAS, ARIZ. 296

If you didn't have time to visit the White Sands the day before you can easily spare two hours today, as it is fast road all the way from Alamogordo to Douglas. Aside from the White Sands there is no occasion for any sight-seeing stops although you will pass through very interesting country. Follow Route 70 from Alamogordo to Las Cruces, then Route 70-80 to Lordsburg and Route 80 from Lordsburg to Douglas. If you are interested in visiting Chiracahua National Monument, turn off Route 80, to the right, at Rodeo, 46 miles beyond Lordsburg and 50 miles before you get to Douglas.

MILES

4th DAY — DOUGLAS to TUCSON 188

Two points of interest call for stops on this day's drive, and allow an hour or so for each. They are the old ghost town of Tombstone, which, incidentally came to life somewhat during the recent war, but its fascinating and interesting old buildings have not been "modernized". The other is Tumacacori National Monument — the ruins of one of the earliest missions built by the Spanish in the Southwest. Follow Route 80 to four miles beyond Tombstone then turn left on Route 82 to Nogales, Arizona, then north on Route 89 to Tumacacori and on into Tucson. If you want to tell the folks back home you went to Mexico, cross the border from Nogales, Arizona to Nogales, Mexico, while you are going by. It will be the only convenient chance to touch Old Mexico except from San Diego to Tia Juana, which is a longer trip. (See main text, Arizona section, for things to see and do at Tucson).

5th DAY — TUCSON to YUMA, ARIZ. 272

You have the choice of several things today besides a drive straight through from Tucson to Yuma. The first is a side trip from Pichaco to the town of Coolidge to see the Casa Grande National Monument (Route 87 from Picacho to Coolidge and beyond 11 miles to junction with Route 187, then back south to junction with Route 84); the second, the side trip south from Gila Bend to the Organ Pipe Cactus National Monument (a roundtrip of 110 miles); and the third, to get to Yuma early enough in the day to visit Imperial Dam,

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north of Yuma, to see how water is taken from the Colorado River, desilted and passed into the All-American Canal, to make the deserts of Imperial Valley "blossom like the rose". Omitting side trips, follow Route 84 from Tucson to Gila Bend, and Route 80 from Gila Bend into Yuma.

6th DAY —
YUMA to SAN DIEGO, CALIF. 179

There is no occasion for stops on this route except the Yuma Sands a few miles west of town where many "Sahara" movie shots have been made, or unless some scene along the highway captures your fancy. There are some marvelous views from the grade as you climb up from the desert floor (at some points you have been below sea level) to the mountainous area just beyond Coyote Wells. The Tecate Divide Summit is better than 4,000 feet, which is quite a little climb from the flat lowlands over which you have just traveled. Follow Route 80 all the way to San Diego. (See California section for sights to see around San Diego.)

7th DAY —
SAN DIEGO to LOS ANGELES.....126

As it is an easy four hour drive from San Diego to Los Angeles you can use the forenoon of the day for sightseeing around San Diego, or leave some time for stops at San Luis Rey Mission inland a short distance from Oceanside or San Juan Capistrano Mission 30 miles farther north. There are two approaches to Los Angeles as Route 101 (which you follow out of San Diego) branches at Capistrano Junction, the regular 101 route going inland and through San Juan Capistrano, Santa Ana, Anaheim and Whittier; the other (101 Alternate) goes straight ahead from Capistrano Junction and up the Coast through Laguna Beach and Long Beach, and then into Los Angeles. (See main text, California section, for description of things to see along this day's route).

8th DAY — At LOS ANGELES

(See main text, California section, for sights to see in the Los Angeles area).

9th DAY —
LOS ANGELES to SANTA BARBARA.....100

Unless you wish to spend an entire extra day at Los Angeles I suggest you leave early to give the better part of the day to sight-seeing around Santa Barbara. If you are staying in downtown Los Angeles, you have the choice of two routes out of the City. If you prefer to enjoy the drive along the Coast north from Santa Monica, follow Wilshire Boulevard to the Coast Highway, which is Route 101 Alternate, and then north. If you prefer to go through Hollywood and the San Fernando Valley go Sunset Boulevard from the Old Plaza on North Main Street, to Hollywood Boulevard, turn west on Hollywood Boulevard to Cahuenga Boulevard (6300 West) and then right on regular 101 all the way to Santa Barbara. The two routes merge between Oxnard and Ventura. (See main text, California section, for things to see at Santa Barbara).

10th DAY —
SANTA BARBARA to MONTEREY,
CALIFORNIA 244

This drive will require seven hours without stops, so it will be a full day. Follow Route 101 to San Luis Obispo, then left on Route 1 all the way to Monterey. Route 1 strikes the Coast about 15 miles beyond San Luis Obispo and stays practically at the water's edge for the 100 miles to Monterey, for one of the finest Coast drives in America. You may want to stop a moment at Morro Bay, where the road from San Luis Obispo reaches the Coast, and I will not attempt to suggest where your fancy may dictate a stop from there on north, with two exceptions. If you have the time, stop at Big Sur State Park, about 30 miles south of Monterey, for a quick look, and by all means allow time today or the next for a visit to Pt. Lobos State Park just south of Carmel, as you approach Monterey. This Park contains, I think, the finest bit of Coastline anywhere between the Canadian border and Mexico. This is the home of the famous Monterey Cypress, and the wondrous variety of sea life in the fascinating tide pools. (See main text, California section, for sights around the Monterey Peninsula).

11th DAY —
MONTEREY to SAN FRANCISCO.....130

As this schedule provides a full day at San Francisco the next day, spend as much time around Monterey and Carmel as you can, allowing about four hours for the drive into San Francisco. The fastest and easiest driving will be by way of Salinas, from Monterey, and then 101 north to San Francisco. Route 101 will take you through the suburban communities south of San Francisco but if you wish to save time get onto "By-Pass" 101 near Palo Alto, as this route swings east of the congested districts in the suburban communities. An alternate route is to follow Route 1 all the way from Monterey, from which you can make the side trips to Santa Cruz Big Trees and the Big Basin area of Redwoods, but this route is slow and with any stops will require a full day of driving. It is very scenic country and well worth the effort if time allows.

12th DAY — At SAN FRANCISCO

(See main text, California section, for things to see and do around the San Francisco Bay area)

13th DAY —
SAN FRANCISCO to YOSEMITE
NATIONAL PARK 212

You can drive this in about five hours but I suggest that you get an early start, to give you as many daylight hours at Yosemite Valley as possible. There is much to see and not too much time in which to do it. The roads into Yosemite and those in the Valley are kept open and in good shape all winter and during the skiing season you can drive to Badger Pass and the Ski Bowl. Whether or not you go to the ski area, you should see Yosemite Valley in its winter dress. From San Francisco cross the Oakland-Bay bridge, then take Route 50 to Manteca, turn right onto Route 99 to Merced, and then Route 140 east from Merced into Yosemite. (See main text, California section, for maps, pictures and what to see in Yosemite).

14th DAY —
YOSEMITE to BAKERSFIELD.....241

During the winter the only road into Yosemite kept open continuously is Route 140 back to Merced, the way you came in. From Merced follow Route 99 south all the way to Bakersfield. If you read the explanatory notes at the first of this schedule you will remember that this day-by-day schedule takes you the full Orange Route. However, if you wish to eliminate the Lone Pine, Death

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Valley, Las Vegas, Boulder Dam portion of the route you proceed from Bakersfield on into Los Angeles on Route 99. If you have made good time from Yosemite you may prefer to go on into Los Angeles (about 100 miles) rather than stay over night in Bakersfield.

15th DAY —
BAKERSFIELD to DEATH VALLEY.....251

The distance given is to Stovepipe Wells, one of the first places where accommodations are available in Death Valley. The next good one is Furnace Creek Inn. From Bakersfield turn left on Route 466 to Mojave, then left again onto Route 6 to its junction with Route 395 and then on north on the combined routes to Lone Pine. From around Lone Pine you will get a magnificent view of the snow-blanketed Sierra Nevadas and Mt. Whitney, although you cannot drive up to Whitney Portal, unfortunately, during the winter months. From Lone Pine go east on Route 190 into Death Valley. (See main text, California section for details as to what to visit in Death Valley)

16th DAY —
DEATH VALLEY to LAS VEGAS, NEVADA 177

Assuming you stopped at Stovepipe Wells the night before, you are only 177 miles from Las Vegas, which you can drive in four and a half hours. This will leave you time for three side trips in Death Valley — (1) north from Stovepipe Wells to Death Valley Scotty's Castle, (2) south from Furnace Creek Inn to Bad Water, the little mud hole that is almost 300 feet below sea level, the lowest spot in the U. S., (and you saw the highest yesterday), and (3) Dante's View south from Route 190 about half way between Furnace Creek Inn and Death Valley Junction. Make local inquiry about this last road before you start. There are other drives within the Valley but this schedule will not give you the time. Follow Route 190 through the Valley to Death Valley Junction, then left on Route 29-127 to its junction with Route 95, and then right on 95 to Las Vegas.

17th DAY —
LAS VEGAS to BOULDER DAM to BLYTHE, CALIF. 235

Get an early start to allow sufficient time for your visit to Boulder Dam. Too many people anticipate merely a see and run visit but find when they get there that they have not allowed sufficient time to do and see all they would like. Drive across the Dam and view it from the Arizona side as well, from where you get a better conception of the plan of the project. Be sure to make the trip down into the Dam and Powerhouses and most people enjoy the boat ride from the Recreation area to the back side of the Dam, on the placid waters of Lake Mead. One of the most interesting days I spent in this area was on the one day power launch trip from the Recreation area up Lake Mead about 100 miles into the western end of Grand Canyon. From Las Vegas take Route 93 east to Boulder City and the Dam, then retrace the route back to the junction with Route 95 a short distance west of Boulder City, then south on Route 95 through Needles to Blythe. This is a most interesting drive through a desert country dotted with blooming cactus, in season. If you did not visit Palm Springs from Los Angeles, you surely will want to do so from Blythe, in spite of the extra day it will add to your schedule. (See main text, Nevada section, for full description of the Boulder Dam area).

18th DAY —
BLYTHE to PHOENIX.....170

This will be the 19th day of the schedule if you made the one day roundtrip to Palm Springs from Blythe. I am suggesting that you return to Blythe from Palm Springs rather than go from Palm Springs to El Centro and Yuma to Phoenix, as that would duplicate some of the route you have already traveled, besides the road from Blythe to Wickenburg to Phoenix is a much more interesting drive, through new and different country. Follow Route 60-70 from Blythe to Wickenburg and Route 60-70-89 from Wickenburg into Phoenix. This is a fast road and will get you into Phoenix for at least a half day of sight-seeing. (See main text, Arizona section for a list of things to see around Phoenix)

19th DAY — PHOENIX to TUCSON.....131

Without stops or side trips you can make this drive in three hours, leaving you a good half day at Phoenix or the afternoon at Tucson. The only stop along the road would be for a better view and pictures of Superstition Mountain, and the one suggested side trip would be to Roosevelt Dam and Tonto National Monument, on the same road. Eliminating the side trip, go east from Phoenix on Route 60-70-80-89 to Florence Junction, then Route 80-89 on to Tucson. If Superstition Mountain intrigues you, turn north at Apache Junction for three or four miles (on Route 88) for a better view of the Mountain and for better foreground desert vegetation for pictures. Return to main route and proceed to Tucson. To make the side trip, stay on Route 88 from Apache Junction to Roosevelt Dam then right a short distance to the entrance to Tonto National Monument. After these visits proceed on Route 88 to the junction with Route 60-70 near Globe, then west on 60-70 to Florence Junction to Route 80-89 and on it to Tucson. On the large Route Map you will notice an alternate route east from Globe to Lordsburg, New Mexico, which was suggested on the map for those of you who feel you did justice to Tucson and have no reason for returning. The regular route returns you to Tucson because this is faster road than from Globe. Either way takes you a different route and through new country and does not duplicate any of the territory you have passed through west of Lordsburg, on your way west. (See main text, Arizona section, for things to see and do in Tucson).

20th DAY — TUCSON to EL PASO.....322

If you have seen and done all you planned to do around Tucson there are no spots on this day's drive that warrant a stop unless you haven't been to the Saguaro National Monument just east of Tucson, or you want to make the side trip to Chiracahua National Monument, going in from San Simeon. Follow Route 80 out of Tucson to Benson, then Route 86-666 to Lordsburg, Route 70-80 to Las Cruces, and then Route 80 south to El Paso. (See main text, Arizona section for description of Saguaro and Chiracahua National Monuments).

21st DAY —
From EL PASO on toward your destination.

NOTE: The great Southwest covered by this ORANGE ROUTE is the Nation's largest and most varied Wintertime Playground, and many of you will be as much or more interested in things to do as in things to see. For those of you who want to swim, ride, hike, play golf and just relax a separate chapter, "Playing in the Sun" in the back of this book, describes and illustrates some of the activities the territory offers.

DOTTED RED ROUTE

Day-by-Day Schedule for the Trip

MILES

1st DAY — At ROCKY MT. NATIONAL PARK

(See main text, Colorado section, for map, pictures and details about trips within the Park)

2nd DAY —
ROCKY MT. NATIONAL PARK to
COLORADO SPRINGS 137

If you had a good day yesterday and feel satisfied to leave on this schedule, start early for Colorado Springs so you will have the afternoon there, for the nearby sights, as you may want to use the following day for the trip to the top of Pike's Peak. Leave the Park via Route 87, then south through Denver to Colorado Springs.

3rd DAY — At COLORADO SPRINGS

(See main text, Colorado section, for what to see and do)

4th DAY —
COLORADO SPRINGS to TAOS, N. MEX. 255

Although most of this day's road is relatively fast, there is much to see so allow a full day for the drive. If you wish to press an extra attraction and about 100 extra miles into this day's schedule, you can include the side trip to the Royal Gorge, west from Pueblo. Otherwise follow Route 85-87 to Raton, New Mexico, and then turn right onto Route 64 a few miles south of Raton, and on through Cimarron Canyon and over the Palo Flechado Pass into Taos.

5th DAY —
TAOS to SANTA FE, N. MEX. 71

You will want an hour or so around Taos Indian Pueblo, and a short stop at Ranchos de Taos Mission, a few miles from Taos on the road to Santa Fe. I suggest you also visit the Santa Clara and San Ildefonso Pueblos (about half way to Santa Fe), where some of the finest of Indian pottery is made. Follow Route 64 all the way to Santa Fe, and try to get there in time to get to some of the more interesting spots in this fascinating old town, where you will hear more Spanish-Mexican spoken than English. Bandelier National Monument is off this Taos-Santa Fe road, to the west from just south of Espanola. (See main text, New Mexico section, for details about the Indian Pueblos and the sights around Santa Fe).

6th DAY —
SANTA FE to GALLUP, N. MEX. 197

As there are no special attractions directly on this stretch of road, you have the choice of spending an extra hour or two at Santa Fe, or making one or more of the side trips on this day's drive. The shortest of these trips is to Acoma Pueblo and Enchanted Mesa; a slightly longer one is to El Morro National Monument and the Zuni Pueblo; and the longest, to Chaco Canyon and Aztec Ruins National Monuments, in northern New Mexico. (See New Mexico State Map for road directions). Without side trips, follow Route 85 from Santa Fe to Albuquerque, then Route 66 to Gallup.

MILES

7th DAY —
GALLUP to GRAND CANYON,
South Rim 297

If you make this in one day's drive without pressure, start early, for you will want to spend some time at Painted Desert and the Petrified Forest. Follow Route 66 to the Painted Desert, then south on Route 63 through the Petrified Forest, then right on Route 260 to Holbrook, then left on Route 66 to Grand Canyon Junction, then north to the South Rim. If you have planned to make the expedition to Canyon de Chelly National Monument, turn north at Chambers to Ganado and Chinle. Also, on this day's drive you will whisk past the very special attractions around Flagstaff. If you can spare an extra day, may I urge that you use it to see Oak Creek Canyon, Montezuma Castle, and the other sights thereabouts. (See Arizona State Map and details in main text, Arizona section).

8th DAY —
SOUTH RIM to NORTH RIM,
GRAND CANYON 215

If you didn't get to the Canyon in time yesterday to make the drive west from El Tovar to Hermit's Rest, do so this morning first thing. Then head east along the Canyon Rim for 25 miles of some of the most spectacular views of the Canyon, as you drive out of the Park on Route 64 to Cameron and Route 89. Follow 89 to Jacob Lake, over Navajo Bridge, and then south from Jacob Lake to the North Rim on Route 67. If you plan to visit the Hopi Village of Moenkopi, Navajo National Monument, Rainbow Bridge or Monument Valley, you turn east off Route 89 toward Tuba City, about 10 miles north of Cameron. (See main text, Arizona section, for details).

9th DAY —
NORTH RIM to BRYCE to ZION
NATIONAL PARK 251

This will be a full day, but as you will have time to look around Zion the next day, divide your non-driving time between the North Rim and Bryce Canyon National Park. Follow Route 67 back to Jacob Lake, then Route 89 to Bryce Junction and then east to Bryce. There are several rim viewpoints at Bryce, but to get the feel of the place take at least one of the short trails into the Canyon. (Pipe Spring National Monument is off the route, west from Fredonia, the last town in Arizona). From Bryce return to Route 89 and south to Mt. Carmel Junction, then west on Route 15 into Zion National Park. (See main text, Utah section for maps, pictures and description of sights in Bryce and Zion. You will have read the Grand Canyon story in the Arizona section when you first check on Grand Canyon, South Rim details.)

NOTE: Grand Canyon, Bryce and Zion each justify one or two days, but again it is a case of whether you prefer to see the high-lights of several different attractions or spend more time at fewer locations — or take more days for the trip. I invariably wind up doing the latter.

MILES

10th DAY —
ZION to LAS VEGAS and BOULDER DAM....240

As the road to Las Vegas is a fast one you can spend a couple of hours at Zion and still get to Boulder Dam by the middle of the afternoon, and then back into Las Vegas for the evening and the "silver dollar" palaces that seem to be Las Vegas' principal industry. Follow Routes 15 and 17 from Zion to Route 91, then to Las Vegas and Route 93 east from there to Boulder Dam and return.

11th DAY — LAS VEGAS to LOS ANGELES...290

If the weather is warm, you will have a more pleasant drive if you leave Las Vegas by 5 or 6 o'clock in the morning, to cover half the stretch before temperatures rise. The only sights that may prompt a stop are the Joshua Trees just beyond Victorville. Follow Route 91 to Barstow and then Route 66 to Los Angeles.

12th DAY — At LOS ANGELES

(See main text, California section, for attractions around Los Angeles).

13th DAY —
LOS ANGELES to SAN DIEGO and return.....252

To get the most from this trip, go to Long Beach and from there go south on Alternate 101 to where it runs into regular 101 at Capistrano Junction, and then on 101 to San Diego. Return regular 101 all the way, turning right at Capistrano Junction, approaching Los Angeles through San Juan Capistrano, Santa Ana, Anaheim and Whittier. This is a rather strenuous one day trip but can be easily made with an early start and not too many stops. A two day trip will give you ample time for a quick visit across the Mexican border to Tia Juana, and stops at San Luis Rey and San Juan Capistrano Missions, going or returning. (See main text, California section, for what to see at San Diego).

14th DAY —
LOS ANGELES to PALM SPRINGS.....115

As you will have a half day at Palm Springs you should visit Palm Canyon, south of town. It is quite picturesque. The balance of the day will be sufficient to see the town's sights. Follow Route 60 through Riverside, Beaumont and Banning, then right on Route 111 to Palm Springs. (See main text, California section, for things to see and do at Palm Springs).

15th DAY —
PALM SPRINGS to PHOENIX, ARIZ. 291

I suggest you stop at one of the Date Palm Gardens between Palm Springs and Indio, as they are most interesting. Also, if you want to satiate your appetite for a spell, drink one of the Date Milk Shakes for sale at stands along the road. The country to Phoenix is very interesting but nothing that will likely prompt a stop. Follow Route 60-70 from Indio to Phoenix, via Wickenburg. (See main text, Arizona section, for attractions at Phoenix)

16th DAY — PHOENIX to TUCSON.....124

Unless there are attractions at Phoenix that hold you, leave early to give you more time at Tucson. In order to get a view of Superstition Mountain, go from Phoenix east on Route 60-70 to Apache Junction, and then turn up Route 88 for two or three miles, where the desert foreground adds charm to the scene. Then proceed to Florence Junction (on 60-70) and from there via Route 80-89 to Tucson. If you wish to see Roosevelt Dam and Tonto National Monument, continue on Route 88 from Apache Junction, back to Globe and then to Florence Junction, and then to Tucson. If you have reason to visit Casa Grande National Monument, ignore the above route and follow Route 87 from Phoenix through Chandler to the Monument, then on to Route 84 and into Tucson. (See main text, Arizona section, for sights to see around Tucson).

17th DAY —
TUCSON to EL PASO, TEXAS.....321

This is fast road and will not be a hard day's drive unless you make a side trip to Chiracahua National Monument. Leave Tucson via Route 89 south to Tumacacori National Monument, then on to Nogales. Here you might cross to Nogales, Mexico, just to set foot on foreign soil. From Nogales take Route 82 to Tombstone, a ghost town that has in recent years taken on new life, but without destroying its old character. From Tombstone follow Route 80 all the way to El Paso. If you wish to see Chiracahua, turn off at Rodeo for the drive in and back.

18th DAY —
EL PASO to CARLSBAD CAVERNS
NATIONAL PARK 149

Unless you add an extra day to this trip, you will have to leave El Paso by 6 o'clock a.m., I am sorry to say, in order to get to Carlsbad in time for the daily escorted tour of the Caverns, which starts about 10 o'clock a.m. Follow Route 62 to the Park entrance. (See main text, New Mexico section, for map and details of the Carlsbad Caverns tour).

NOTE: If this early rising and fast drive sounds too strenuous I suggest you take an extra day, stop for the night at Las Cruces instead of going into El Paso, then visit the White Sands (near Alamogordo), then on to the town of Alamogordo and to the Carlsbad area for the night, following Route 54 from Alamogordo to El Paso and then Route 62 to Carlsbad.

NOTE: Residents of the West can complete the circuit on this DOTTED RED ROUTE by following Route 285 from the town of Carlsbad north to its junction with Route 66 at Cline's Corners, east of Albuquerque.

DOTTED BLUE ROUTE

Day-by-Day Schedule for the Trip

NOTE: As this route duplicates the BLUE (Solid Line) ROUTE from Mt. Rushmore (in South Dakota) to Portland, Oregon, follow the regular Blue Route Daily Schedule for that portion of the trip.

MILES

1st to 15th DAY inclusive —
follow the Blue Route Schedule

16th DAY —
PORTLAND to LA GRANDE, OREGON....273

The first 100 miles of this day's drive is along the justly famous Columbia River Gorge, and past Bonneville Dam, Mutlnomah Falls, and several fascinating little road side, wooded, fern-blanketed parks. Stop at Bonneville, and at as many other spots as time allows. If you want to trade all this for a close look at Mt. Hood, leave Portland on Route 50 to its junction with Route 35, then to Hood River and the main route again. Otherwise, Route 30 from Portland to La Grande, along the old Oregon Trail. The Pendleton Grade and the Blue Mountains are high-spots (literally and figuratively) on this day's drive.

17th DAY —
LA GRANDE to WALLOWA LAKE
and return 150

A day has been allowed for this side trip to a fine, unspoiled area that few tourists ever see or learn about. Wallowa Lake nestles at the base of these 10,000 foot mountains whose valleys are dotted with more than 50 ice water lakes teeming with fighting fish. You will have time to hike or horseback on some of the nearby trails, and the drive to the Lake is through very pleasant country. Route 82 from the east end of La Grande.

18th DAY —
LA GRANDE to TWIN FALLS, IDAHO.....333

This is fast road all the way — on Route 30. You will cross the Snake River at the Oregon-Idaho border, and don't miss the Thousand Springs (supposedly the outlet of Lost River) a few miles beyond Hagerman, Idaho, pouring out of the lava cliffs on the north bank of the Snake.

19th DAY —
TWIN FALLS to SALT LAKE CITY, UTAH....236

If you can afford to add an extra day to your schedule take the half-circle swing from Twin Falls to the Sun Valley region, then back to Bellevue and left on Route 22 to Carey and then Route 20 east through the Craters of the Moon National Monument, on to Blackfoot and Pocatello for the night. Sun Valley does not get much publicity as a summer attraction, but it is beautiful country, and you will enjoy it. There is nothing beautiful about the Craters of the Moon, but it is a wierd area of unadulterated desolation, with unusual lava flows. If you do not make this side trip, follow Route 30 to Burley and then Route 30S into Salt Lake City, getting there in time for a visit to the Temple Grounds and a drive to Great Salt Lake, 16 miles west of town. (See main text, Utah section, for things to do and see in Salt Lake City).

20th DAY —
SALT LAKE CITY to CRAIG, COLO. 305

This is not a hard drive but will require most of the day. There will be time for the side trip to Dinosaur National Monument, in from Jensen, Utah, near the Colorado border. Follow Route 40 all the way from Salt Lake City to Craig.

21st DAY —
CRAIG to ROCKY MT. NATIONAL PARK....188

Get an early start as there is some mountain driving, over Rabbit Ear's Pass and on the approaches into the Park. You will want time for a stop at Grand Lake, beyond Granby Junction. It is the largest lake in Colorado and the highest yacht anchorage in the world, so they claim. Between Grand Lake and Milner Pass you will follow a nice little mountain stream for a stretch and it may surprise you to know that it is the beginning of the mighty Colorado River. Follow Route 40 to Granby Junction (from Craig) and then left on Route 34 into the Park. I suggest you stay in the Moraine Park or Big Thompson River area for the night, as they are most conveniently located to the areas you will want to visit.

22nd DAY —
At ROCKY MT. NATIONAL PARK.....120

(See main text, Colorado section, for map, pictures and description of what to see in the Park).

23rd DAY —
ROCKY MT. NATIONAL PARK to
COLORADO SPRINGS 137

If you saw most of the suggested attractions in the Park leave early for Colorado Springs, to give you at least a half day of sight-seeing around there as you may want to spend the following day going up Pike's Peak. From the Park follow Route 66 to its junction with Route 87, then go south on 87 through Denver to Colorado Springs.

24th DAY — At COLORADO SPRINGS

(See main text, Colorado section, for things to do and see in the Colorado Springs area).

DOTTED PURPLE ROUTE

Day-by-Day Schedule for the Trip

MILES

1st DAY — At COLORADO SPRINGS

(See main text, Colorado section, for what to do and see)

2nd DAY —
COLORADO SPRINGS to ROCKY MT. NATIONAL PARK 137

As this is only a four hour drive you will have a half day at the Park. Follow Route 85-87 from Colorado Springs to Denver, Route 87 north from Denver to junction with Route 66 just north of Longmont, then left to Estes Park village and on west into Rocky Mt. National Park. (See main text, Colorado section, for map, pictures and suggested trips within the Park).

3rd DAY — At ROCKY MT. NATIONAL PARK

(See main text, Colorado section, for things to do and see)

4th DAY —
ROCKY MT. NATIONAL PARK to CRAIG, COLO. 188

This is a five to six hour drive because of some mountain roads. You will have time to stop at several points as you go out of the Park over the Summit, Fall River and Milner Passes, and for a short stop at Grand Lake, on the west side of the Park. Grand Lake is the laargest lake in Colorado and the highest yacht anchorage in the world, so they claim. As you leave the Park you are on Route 34, follow it to Granby Junction, then right on Route 40 over Rabbit Ear's Pass and through Steamboat Springs to Craig. (See main text, Colorado section, for what you will see on this day's drive out of the Park).

5th DAY —
CRAIG to SALT LAKE CITY, UTAH.....305

There is much to see along the way but no one spot at which you will likely want to stop unless it might be the side trip from Jensen, Utah, into Dinosaur National Monument. This day's road is all reasonably fast, and you should have no trouble making it in seven hours from Craig to Salt Lake City, without the side trip. (See main text, Utah section, for sights to see around Salt Lake City).

6th DAY — At SALT LAKE CITY

(Be sure to read the main text, Utah section, for description of suggested trips in and around Salt Lake City).

7th DAY —
SALT LAKE CITY to BRYCE CANYON NATIONAL PARK 271

As there is nothing of especial importance to see along the way, start early and move right along to give you as much time as possible at Bryce this afternoon. Follow Route 91 to Levan, then Route 28 to Gunnison and then Route 89 to Bryce Junction, and left into the Park. (See main text, Utah section, for map, pictures and what to see at Bryce).

MILES

8th DAY —
BRYCE to ZION to GRAND CANYON, North Rim 215

Take a look at Bryce by morning light and then get going to Zion National Park. Return to Route 89 and then south to Mt. Carmel Junction, then west on Route 15 into Zion. Stop at the tunnel portals as you enter Zion and then take it leisurely as you drop down to the Canyon floor for the views are breath-taking. Make the drives through the Park and then back out through the tunnel to Mt. Carmel Junction and Route 89, then south to Jacob Lake and on to the North Rim by Route 67 (from Jacob Lake). It will take a good three hours to drive from Zion to the North Rim so leave in time to see the Grand Canyon from at least Bright Angel Point. (See main text, Utah section, for map, pictures and roads in Zion, and the Arizona section for similar information on Grand Canyon).

9th DAY —
NORTH RIM to SOUTH RIM, GRAND CANYON 215

Driving time is about five hours. Allow two hours for the 25 mile South Rim drive, approaching Grand Canyon Village. The balance of the time can be divided between the North Rim, a stop at Navajo Bridge, and for sights along the way. From the North Rim backtrack to Jacob Lake, then Route 89 to Grand Canyon Junction (Route 64) just beyond Cameron. If you plan to visit the Hopi village of Moenkopi. Navajo National Monument, Rainbow Bridge or Monument Valley, turn off onto the Tuba City road, about 10 miles before you get to Cameron. (See main text, Arizona section, for full information about the South Rim area of Grand Canyon).

10th DAY —
SOUTH RIM to FLAGSTAFF, ARIZ. 95

As you can get to Flagstaff in less than three hours you will have until after lunch at the Canyon. You can go to Flagstaff two ways — south from the Village on Route 64 to Route 66 and then east to Flagstaff, or leave the Village on the route you came in, along the rim of the Canyon, to Route 89 and then south to Route 66 and west about six miles to Flagstaff. This later route will take you past Wupatki and Sunset Crater National Monuments between Cameron and Flagstaff.

11th DAY — Around FLAGSTAFF.....136

This schedule allows a day for side trips through Oak Creek Canyon and to Montezuma Castle and Tuzigoot National Monuments — attractions you should see while in the territory. If you have the time, drive to the Aspen groves on the west slopes of the San Francisco Peaks (inquire locally for directions), or to Walnut Canyon National Monument, a few miles east of Flagstaff. But make the Oak Creek Canyon and Montezuma Castle visits for sure, and the others if you have the time and the inclination. (See Arizona State Map for directions and the main text, Arizona section, for information about these attractions).

DOTTED BLUE ROUTE

DOTTED PURPLE ROUTE

MILES

12th DAY —
FLAGSTAFF to GALLUP, N. MEX. 204

You will need all day for this drive as there is much to see. Go east on Route 66 to Holbrook, then right onto Route 260 and east to the south entrance of the Petrified Forest National Monument, then through the Forest on Route 63 (stopping for visits to the various forests, of course), to where 63 joins Route 66 just west of the Painted Desert. There is short loop drive along the rim, which you should make. If you plan to visit Canyon de Chelly National Monument you will turn off Route 66 at Chambers, 23 miles east of the Painted Desert. This side trip is an "expedition" so do not make it without first reading the main text on this subject. Without side trip, follow Route 66 from Painted Desert to Gallup. (See main text, Arizona section, for description of what you will see on this day's drive).

13th DAY —
GALLUP to SANTA FE, N. MEX. 197

Although this day's drive is through very interesting country there are no points at which you will likely want to stop unless it be at some of the Trading Posts along the road. You should get to Santa Fe in time for short visits to some of the many fascinating spots around this quaint old town, established long before the Pilgrim's landed at Plymouth Rock. There are many side trips off this day's route, if you wish to make them, although you cannot make them all in the one day. One is from Gallup south to the Zuni Indian Pueblo, then east to Inscription Rock (El Morro) and back to Route 66 at Grants. The other trip south of 66 is to Acoma Indian Pueblo and the Enchanted Mesa, turning off 66 at McCarty's, and coming back to the main route just west of Laguna. Longer trips (to the north) are to Chaco Canyon and Aztec Ruins National Monuments, north on Routes 56 and 666, the former is gravel. Omitting the side trips you follow Route 66 from Gallup to Albuquerque and then Route 85 to Santa Fe. (See main text, New Mexico section, for complete information about all attractions just listed).

14th DAY —
SANTA FE to TAOS, N. MEX. 71

This will be "Pueblo Day", for no tourist should pass through this part of the Southwest without visiting one or more of the Indian Pueblos up the Rio Grande Valley north of Santa Fe. My suggestion is that you make stops at San Ildefonso and Santa Clara pueblos, where some of the finest Indian pottery is made, and then go on to Taos, best known and most picturesque of all the pueblos. There is one side trip attraction off this day's route (aside from the pueblos), Bandelier National Monument, further inland on the road into San Ildefonso Pueblo. Without this side trip, follow Route 64 north from Santa Fe to Espanola, then right to Taos. Most of the pueblos are a short distance off the main highway, but roads are well marked. (See main text, New Mexico section, for description of the Pueblos along the Rio Grande).

15th DAY —
TAOS to TRINIDAD, COLORADO
(and east) 118

The drive from Taos (Route 64) through the mountains, over the Palo Flechado Pass, past Eagle's Nest Lake and through Cimarron Canyon is a beautiful one, so expect to take that stretch leisurely. From there on you are on your own, for if you are from the east, you have your own plans as to route you will follow. If you are going east on Route 50 you do not need to go to Pueblo as you will save many miles by taking the cutoff (Route 350) from Trinidad to La Junta. If you have a desire to see the Royal Gorge, go to Pueblo and then west and back to Pueblo and then east.

Day-by-Day Schedule for the three Short Trips from

LOS ANGELES

(Read the main text, in each State section, for maps, pictures and descriptions of attractions you will see on each of the routes suggested)

SOLID LINE ROUTE (9 Days, 1,586 Miles)

MILES

1st DAY —
LOS ANGELES to PALM SPRINGS.....110

Leave early so you will have ample time for a look around town and a visit to Palm Canyon, south of town. Follow Route 60 to Palm Springs Junction beyond Banning, then right on Route 111 to Palm Springs.

2nd DAY — PALM SPRINGS to BLYTHE....121

As you can drive to Blythe in about three hours you will have the morning in the Palm Springs area — the Deserts, the Date Gardens near Indio, and even a run down to the Salton Sea, if you wish. Continue on Route 111 to Indio then Route 60-70 to Blythe.

3rd DAY —
BLYTHE to FLAGSTAFF, ARIZ. 266

You can roll right along to Wickenburg but from there to Flagstaff the road is slower and there is much to see. When you get toward the top of the grade about 20 miles beyond Wickenburg, pull off into the parking area for the grand panoramic view to the south. The drive through the mountains approaching Prescott is most pleasant, and you may want to stop at Granite Dells, an area of massive rocks a short distance north of Prescott. Watch for the turn to the right, onto Alternate Route 89, a few miles farther on. You will ride high plateaus and up and down hill, and as you round the last bend you will suddenly come upon the picturesque, "story-book" type of old mining town — Jerome — which tenaciously clings to the mountainside with only moderate success, for every year another building or two slips a few inches farther down the slopes. At Jerome you enter upon some of Arizona's finest scenery, the breath-taking view across the Verde Valley being a good beginning. At the foot of the grade, near Cottonwood, a little road leads a mile or so to Tuzigoot National Monument, and a little farther on the main road, a good surfaced road takes off to the right to Montezuma Castle National Monument, about 15 miles. Both spots should be visited if you have the time. But allow plenty of time for stops and a leisurely drive through beautiful Oak Creek Canyon, as you approach Flagstaff. The day's route is 60-70 Blythe to Wickenburg, 89 Wickenburg to Prescott and the junction beyond Granite Dells, and then Alternate 89 to Flagstaff.

4th DAY —
FLAGSTAFF to GRAND CANYON,
South Rim 93

Unless you wish to visit Walnut Canyon, Sunset Crater and Wupatki National Monuments (all near Flagstaff) I suggest that you get to the Canyon by noon. First, drive west from El Tovar to Hermit's Rest, then east along the Canyon Rim to Desert View, about 25 miles. You will travel this rim drive tomorrow but as the Canyon appears quite different under afternoon and morning sun, duplicating the trip will assure seeing the Canyon in several moods. Go west from Flagstaff on Route 66 to Grand Canyon Junction, then north on Route 64 to the Canyon.

MILES

5th DAY —
SOUTH RIM to NORTH RIM,
GRAND CANYON 215

Go east along the rim to Cameron and Route 89, pulling off to such viewpoints as you wish to see again, and then at least slow up for a look at the Canyon of the Little Colorado just before you get to Route 89, south of Cameron. Then north on 89, across Navajo Bridge (stop for a look around), then on to Jacob Lake where you turn south on Route 67 to the North Rim. If you plan to visit the Hopi village of Moenkopi, Navajo National Monument, Rainbow Bridge or Monument Valley, turn east off Route 89 toward Tuba City, about 10 miles north of Cameron.

6th DAY —
NORTH RIM to BRYCE CANYON
NATIONAL PARK 163

As this schedule gives you both late afternoon and early morning looks at Bryce, you can afford to spend two or three hours at the North Rim, as you can drive to Bryce in four hours or a little more. Or you may want to take the short side trip from Fredonia to Pipe Spring National Monument. Return to Jacob Lake and then north on Route 89 to Bryce Junction, then east into Bryce.

7th DAY —
BRYCE to ZION NATIONAL PARK..... 88

If you are not interested in hiking any of the trails when you get to Zion (and you probably will not, as the best ones require a full day), may I suggest that you stay at Bryce until the middle of the forenoon and make at least one hike into the Canyon. You will enjoy it and you will get an entirely different feel of the place. The drive to Zion will require about three hours, without the side trip to Cedar Breaks, which is hardly worthwhile after you have had a good look at Bryce. Return to Bryce Junction and then south on Route 89 to Mt. Carmel Junction, and then west into Zion via Route 15. (The above comment about hikes in Zion was not to discourage you from such desires but to make it clear that you will have to extend this schedule an extra day to make them).

8th DAY —
ZION to LAS VEGAS and BOULDER DAM....240

Take a last look at Zion and then head for Las Vegas — Routes 15 and 17 to Route 91 to Las Vegas, where you take Route 93 east to Boulder City and Boulder Dam. You will need more time at the Dam than you anticipate. Drive across it to the Arizona side, go down into the Dam and powerhouses, and you may want to take

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the boat ride on Lake Mead, to the backside of the Dam, from the recreation area. The attractions in Las Vegas will occupy your evening, but don't depend on them paying off to finance your trip.

9th DAY —
LAS VEGAS to LOS ANGELES.....290

If you haven't been over this road the country will interest you but nothing so startling as to prompt any stops along the way unless it might be in the Joshua Tree area in the desert between Victoryille and Cajon Pass. If the weather is warm I usually skip a part of the heat by leaving Las Vegas about 5 o'clock in the morning, which will get you across most of the desert before temperatures rise to uncomfortable heights.

DASH-DOT ROUTE (8 Days, 1,287 Miles) Fall, Winter or Spring Trip

1st DAY —
LOS ANGELES to SAN DIEGO.....126

If you enjoy repeated visits to the Old Missions as much as I do, plan to stop at San Juan Capistrano and San Luis Rey, on the way south. You will still get to San Diego in time to do all the looking around town you wish. Following regular 101 you will pass San Juan Capistrano, of course, but it is only three or four miles inland from Alternate 101, and you may prefer the drive through Laguna Beach and along the Coast.

2nd DAY —
SAN DIEGO to TUCSON, ARIZ. 423

As this is fast road practically all the way the drive will not be as strenuous as the number of miles might suggest. You may want to play around in the Yuma Sands a few minutes, and stop for a look at the All-American Canal, but otherwise there is nothing to delay you. There is a side trip from Gila Bend to Organ Pipe Cactus National Monument, but unless you are especially anxious to see this cactus in its native habitat, I would pass up the trip. You can see as good specimens in the Huntington Gardens in Pasadena. Follow Route 80 from San Diego to Gila Bend and then to the right on Route 84 to Tucson. If you happen on this Gila Bend-Tucson stretch when the Octillo Cactus is in bloom you will see some of the finest specimens of this variety to be found anywhere in the Southwest.

3rd DAY — At TUCSON

(See main text, Arizona section, for what to do and see in and around Tucson).

4th DAY —
TUCSON to NOGALES to TOMBSTONE
to TUCSON 208

This is a circle trip out of Tucson, to some very interesting spots and through a nice variety of country. First, go south from Tucson to Tumacacori National Monument (on Route 89), then on to Nogales (and a short visit across the border to Nogales, Mexico). From Nogales take Route 82 to Tombstone, the old ghost town around which much of Arizona's early history was made. Then back to Tucson on Route 80. With the time you will want at each stop, this will be a full day.

MILES

5th DAY — TUCSON to PHOENIX.....131

You have the choice of three routes to Phoenix. One will take you by the Casa Grande National Monument at Coolidge (Route 84 to Pichaco, then Route 87 past Casa Grande and through Chandler to Phoenix). A second route will take you by Superstition Mountain (Route 80 to Florence Junction, Route 60-70 to Phoenix. Superstition Mountain is near Apache Junction, between Florence Junction and Phoenix). The third route duplicates the second suggestion plus a swing that includes Tonto National Monument, Roosevelt Dam, and the Apache Trail (Route 80 to Florence Junction, then east on Route 60-70 to Globe, then Route 88 to Tonto, Roosevelt Dam and back to Apache Junction and then to Phoenix).

6th DAY — PHOENIX to PALM SPRINGS....289

You can make this in seven hours or less as it is rather fast road all the way. The road goes through country that is both varied and pleasant, but there is nothing very special that will prompt a stop.

7th DAY — At PALM SPRINGS

(See main text, California section, for things to see and do around Palm Springs).

8th DAY —
PALM SPRINGS to LOS ANGELES.....110

As you can drive back to Los Angeles in a half day you can extend your stay at Palm Springs to include the morning of this 8th day of your trip.

DOTTED ROUTE (10 Days, 1,439 Miles)

1st DAY —
LOS ANGELES to SEQUOIA
NATIONAL PARK 222

Allow six hours for the drive as the approach into Sequoia is mountain driving and rather slow going. You should get to the Park in time to visit some of the groves near the Giant Forest. You might stop at Morro Rock (before you get to Giant Forest) for the spectacular view across to the east and the High Sierras. I suggest you stay in the neighborhood of the Giant Forest for the night. Go from Los Angeles on Route 99 through Bakersfield to the southern edge of Visalia then to the right on Route 198 to Sequoia.

2nd DAY —
SEQUOIA to KINGS CANYON
NATIONAL PARK 116

This mileage includes the trip into Kings Canyon. Go from Sequoia via the General's Highway to the General Grant Grove entrance of Kings Canyon and on down the Canyon road so you can get back to the General Grant Grove before too late in the afternoon. Stay in the Grove area for the night.

3rd DAY —
KINGS CANYON to YOSEMITE
NATIONAL PARK 148

From the General Grant Grove go to Fresno on Route 180, then Route 41 through Coarsegold and Fish Camp into the southern end of Yosemite. (This route is not

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continuously open during the winter months). Soon after you enter the Park watch for the turn off to the Mariposa Grove of Giant Sequoias and the Wawona Tree through which you can drive your car. If you got an early start, you will have time to take the side trip from Chinquapin Junction to Glacier Point, for a real bird's-eye view of Yosemite Valley and the sweep of mountains to the north and east. This is one spot you should not miss. Then back to Chinquapin and down the grade to Yosemite Valley for the night. If there is still time, make the drives through the Valley although you will want to see more of the Valley by morning light, when many of the formations look their best.

4th DAY — At YOSEMITE NATIONAL PARK

(See main text, California section, for map, pictures and things to do and see in Yosemite).

5th DAY — YOSEMITE to RENO.....214

(NOTE: Tioga Pass is open only between July 1st and October 1st. At other times go to Reno by way of Merced, Stockton, Sacramento and then Route 50 to Carson City).

Do not let the mileage fool you. The first 70 miles of this day's drive is slow going. From the Valley take the Big Oak Flat road toward Tioga Pass. This is a steep climb out of the Valley, on good road, then you head generally east across the Park at rather high elevations, past Tenya Lake and Tuolumne Meadows, to Tioga Pass. Don't let this Pass road worry you as it is perfectly safe when driven with ordinary caution. There are several spots going down the grade where you will want to pull off for a look at the grand scenery of this area. Near Leevining you will come to Route 395 which you follow north to Reno, through Carson City. If time will allow, make the short side trip from Carson City to Virginia City, the old mining town of Comstock Lode fame. You need not backtrack to Carson City, but follow on north on the road marked "Reno". As you know, the principal attractions in Reno can be seen and visited after dark as well as daylight — perhaps better.

6th DAY — RENO to LAKE TAHOE to SACRAMENTO....177

Backtrack from Reno to Carson City and then right (south of Carson) on Route 50 to Lake Tahoe. Near the Lake the road forks, but you will see more of the Lake with less mileage if you take the left turn, going around the South end of the Lake and then all along its west shore to the junction with Route 40, west of Truckee. You will want to make numerous stops and certainly you should stop for the sweeping view of the country to the east from Donner Summit. Follow Route 40 into Sacramento.

7th DAY — SACRAMENTO to SAN FRANCISCO..... 88

You may want to get to San Francisco early in the day but take a couple of hours for visits to at least two of Sacramento's attractions — the State Capitol Building and Sutter's Fort. The Fort has one of the finest museums of the Days of '49 in the country. Follow Route 40 all the way to San Francisco.

8th DAY — At SAN FRANCISCO

(See main text, California section, for what to see and do around San Francisco).

9th DAY — SAN FRANCISCO to MONTEREY.....130

You can follow either of two routes to Monterey. The first, and the slowest, is Route 1 all the way, through Santa Cruz. Aside from the general scenery along this route a short side trip leads to the Big Basin area and the Santa Cruz Big Trees. The second route is Route 101 through San Jose to Salinas, then west to Monterey. As there is so much to see around the Monterey area, I suggest you follow the later route, to give you more time at Monterey.

10th DAY — MONTEREY to LOS ANGELES.....344

From Monterey go south on Route 1 (the famous San Simeon highway), past Pt. Lobos and Big Sur State Parks (both of which you should visit) to Morro Bay and then inland to San Luis Obispo and Route 101 and on to Los Angeles through Santa Maria and Santa Barbara. If you have never made the trip through the Santa Inez Valley, (if the weather is good) turn left off Route 101 a short distance before you get to Buellton, or turn left at the west edge of Buellton (the routes join inland a short distance) and continue over the San Marcos Pass for the wonderful view of the coastline and the Channel Islands and then into Santa Barbara.

Day-by-Day Schedule for the three Short Trips from

SAN FRANCISCO

(Read the main text, in each State section, for maps, pictures and descriptions of attractions you will see on each of the routes suggested)

SOLID LINE ROUTE (14 Days, 2,611 Miles)

MILES

1st DAY —
SAN FRANCISCO to YOSEMITE NATIONAL PARK 212

Follow Route 50 from Oakland to Manteca, then Route 99 to Merced and east on Route 140 to Yosemite Valley. Get there as early as possible as one never has sufficient time to enjoy Yosemite to the fullest.

2nd DAY — At YOSEMITE NATIONAL PARK

(See main text, California section, for details)

3rd DAY —
YOSEMITE to KINGS CANYON NATIONAL PARK 148

Leave Yosemite Valley by way of the Wawona road (to Fresno). If you didn't visit Glacier Point the day before, turn left at Chinquapin Junction for Glacier, then back to Chinquapin and on to the Mariposa road, and the little side trip to this grove of giant Sequoias. Back to the main road and on to Fresno, where you take Route 180 to Kings Canyon. Save the trip into Kings Canyon for the next morning and spend the balance of this day around the General Grant Grove area. Stay there for the night.

4th DAY —
KINGS CANYON to SEQUOIA NATIONAL PARK 36

This mileage does not include the trip into Kings Canyon and back to the General Grant Grove, but you will have the time to make the Canyon trip and still get to Sequoia early enough in the afternoon to make the short drives to the various groves from the Sentinel Tree-Giant Forest area. I suggest you stay in the Giant Forest area for the night.

5th DAY — SEQUOIA to BAKERSFIELD..... 125

As you leave the grove area in Sequoia, make a stop at famous Morro Rock for the dramatic view across to the High Sierras and the expansive valleys and canyons. As you leave the Park the road becomes Route 198, follow this to its junction with Route 99 and then south to Bakersfield. I have suggested this stop for the night only to give you more time at Sequoia. You can go on to Mojave or even Barstow for the night, if you wish — it is 66 miles to Mojave and 138 to Barstow.

6th DAY —
BAKERSFIELD to LAS VEGAS..... 293

From Bakersfield follow Route 466 through Mojave to Barstow, and then Route 91 to Las Vegas. This can be made in seven hours or thereabouts so take it leisurely and enjoy the drive. There is plenty to occupy your evening at Las Vegas.

MILES

7th DAY —
LAS VEGAS to BOULDER DAM to GRAND CANYON 291

Go east from Las Vegas on Route 93 to Boulder City and Boulder Dam. Stop on the Nevada side for views of the Dam and for a visit into the Dam and powerhouses, then cross to the Arizona side, for the more expansive views. Proceed on Route 93 to Kingman, then Route 66 to Grand Canyon Junction just east of Williams, then north to Grand Canyon. Naturally, you will want as much time as possible at Grand Canyon but the route next day will take you along the rim for 25 miles, so it is not imperative that you see this portion of the rim today. But do make the drive west to Hermit's Rest, for one of the finest viewpoints from which the Canyon can be seen. Stay in the Canyon Village area for the night.

8th DAY —
SOUTH RIM to NORTH RIM, GRAND CANYON 215

Leave the Village east on the Rim Drive, stopping at the turnouts for the several vantage points from which you can get the best views of the Canyon. From Desert View continue east to the junction with Route 89 just south of Cameron, at least slowing up to get a look at the Canyon of the Little Colorado. Go north on Route 89 to Jacob Lake, making a stop at Navajo Bridge, for the sights and pictures. From Jacob Lake turn south on Route 67 to the North Rim. If you plan to visit the Hopi village of Moenkopi, Navajo National Monument, Monument Valley or Rainbow Bridge, turn off Route 89 about 10 miles north of Cameron, onto the Tuba City road.

9th DAY —
NORTH RIM to ZION to BRYCE CANYON NATIONAL PARK 216

Plan your time to get you to Bryce by four o'clock in the afternoon. The day's driving will require about six hours, so divide your non-driving time between the North Rim and Zion. Backtrack to Jacob Lake, then Route 89 to Mt. Carmel Junction, west on Route 15 into Zion and the drive through the Park, then back to Mt. Carmel Junction and north again on Route 89 to Bryce Junction, and east into Bryce. The only side trips from this route is the one to Pipe Spring National Monument, from Fredonia, and to Cedar Breaks Nat'l Monument from 89, about half way between Mt. Carmel and Bryce. But as Cedar Breaks is so similar to Bryce that trip is hardly worth the time unless you are making a leisurely trip and want to see all that it can provide.

10th DAY —
BRYCE to SALT LAKE CITY..... 271

After a last look around Bryce return to Route 89 and north to Gunnison, then left on Route 28 to Levan and Route 91, and 91 into Salt Lake City. This is the best road and the shortest route.

MILES

11th DAY — At SALT LAKE CITY

(See main text, Utah section, for what to do and see)

12th DAY —
SALT LAKE CITY to RENO.....528

This is the only long drive on the trip, but as it is good, fast road you can make it, with an early start. There is nothing along the road for which you will likely want to stop, but slow down to get a good look at the Bonneville Salt Flats, near Wendover, where the speed demons race against time. Your evening will probably be occupied with visits to the "silver dollar palaces" at Reno — as spectator or otherwise — the risk is yours.

13th DAY — RENO to LAKE TAHOE..... 80

As a full day is allowed for this area, I suggest you see everything of interest. First, go south from Reno on Route 395 to the Virginia City road, turn left and go through Virginia City, famous old mining town that is now only a ghost of its splendor in the days of the Comstock Lode, and on to Carson City, the smallest State Capital in the U. S. Continue on south from there to where Route 50 turns right to Lake Tahoe. Unless you wish to make the complete circle of the Lake I suggest you take the road to the right (where it forks as you approach the Lake) and make the drive around the north end and down the west shore to the resorts at the south end. Stay along the Lake at any one of a dozen places, or if the season is at its height, it would be more proper to say, where you can find accommodations.

14th DAY —
LAKE TAHOE to SAN FRANCISCO.....196

From the Lake go to Meyers, then over Echo Pass via Route 50. I suggest you take the time for the short side trip to Echo Lake, from the Pass area, and then on to Placerville (known as Hangtown in the Gold Rush days), then on to Sacramento. You should have time to visit the State Capitol Building and Sutter's Fort before going home, via Route 40.

DASH-DOT ROUTE (9 Days, 1,405 Miles)

1st DAY —
SAN FRANCISCO to MONTEREY.....130

You can take the longer, slower Route 1 all the way to Monterey, with side trips to the Big Basin and the Santa Cruz Big Trees, but there is so much to see and do around the Monterey area I suggest you follow Route 101 through San Jose to Salinas, and then west to Monterey. Make a visit to Pt. Lobos State Park, south of Carmel, the 17 Mile Drive around the Monterey Peninsula and you may be interested in following the "historic" trail through Monterey.

2nd DAY —
MONTEREY to SANTA BARBARA.....245

From Monterey (or Carmel) go south on Route 1, the famous San Simeon highway that skirts the Pacific for 100 miles, past Big Sur Lighthouse and State Park, to Morro Bay, where the route turns inland to San Luis Obispo and joins Route 101. Follow 101 to Santa Barbara unless you are so familiar with that stretch of road that you would like to see new country. If so, turn off 101 a few miles short of Buellton, or if you miss the turn, there is another at the west edge of Buellton — a road that takes you across the Santa Inez Valley and over San Marcos Pass into Santa Barbara. The view of the coastline and the Channel Islands from San Marcos is reason enough for taking this alternate route.

3rd DAY —
SANTA BARBARA to SEQUOIA
NATIONAL PARK 276

It is to be hoped that you got to Santa Barbara the day before in time to visit some of its main attractions as you will need most of the day for the drive to Sequoia, especially if you are to get to Sequoia in time to do any sight-seeing thereabouts. Leave Santa Barbara south via 101 to Ventura, then left on Route 399 to Bakersfield, Route 99 to the edge of Visalia, then east on Route 198 to Sequoia. As you climb the grade to the Giant Forest area stop at Morro Rock for the expansive view across to the east and the High Sierras. I suggest you stay in the Giant Forest area for the night, because of its proximity to nearby groves.

4th DAY —
SEQUOIA to KINGS CANYON
NATIONAL PARK 116

This mileage includes the drive from the General Grant Grove area down into Kings Canyon and back, which you should have time for if you don't delay too long at Sequoia. Stay at the General Grant Grove area over night. As there is only one road from Sequoia — the General's Highway — there is little danger of getting lost if you get started from Sequoia in the right direction. It is a beautiful drive through the timber at 7,000 to 9,000 feet.

5th DAY —
KINGS CANYON to YOSEMITE
NATIONAL PARK 148

From the General Grant Grove follow Route 180 to Fresno and then Route 41 from Fresno to Yosemite, through Coarsegold and Fish Camp. (This route is often closed in the winter season.) After you have entered the Park, take the short side road to the Mariposa Grove of giant Sequoias where the famous Wawona Tree, through which you can drive your car, is located. Assuming you may want to spend most of the next day in Yosemite Valley, if time allows take the side trip to Glacier Point from Chinquapin Junction, while you are on top of the ridge, for the magnificent view of Yosemite Valley and the mountains to the north and east. Then back to Chinquapin and down the grade into the Valley.

6th DAY — At YOSEMITE NATIONAL PARK

(See main text, California section for map, pictures and description).

7th DAY — YOSEMITE to RENO.....214

(NOTE. This route takes you over Tioga Pass, which is open only between July 1st and October 1st. If closed, go to Reno by way of Merced, Stockton, Sacramento, Placerville and Carson City).

From the Valley take the Big Oak Flat road and then east across the Park past Tenaya Lake and Tuolumne Meadows, and over Tioga Pass and down the grade to Route 395 and Leevining. North on 395 all the way to Reno, through Carson City.

MILES

8th DAY — RENO to LAKE TAHOE..... 80

As you probably used most of yesterday in getting to Reno and did not have time for any side trips, I suggest you return from Reno to Carson City, taking the "detour" by way of Virginia City, the famous old ghost mining town, and then to Lake Tahoe over Route 50, turning west south of Carson City. Take the right hand turn (at the fork in the road as you approach the Lake), go around the north end of the Lake and down the west shore to the resorts at the south end. Stay along the Lake at any one of a dozen places, or if it is the "busy" season, it would be more proper to say, where you can find accommodations.

9th DAY —
LAKE TAHOE to SAN FRANCISCO.....196

From the Lake go to Meyers, then over Echo Pass via Route 50. I suggest you take time for the short side trip to Echo Lake, from near the Pass, and then on to Placerville (known as Hangtown in the Gold Rush days), then to Sacramento. You should have time to visit the State Capitol Building and Sutter's Fort, before starting for home, via Route 40.

DOTTED ROUTE (7 Days, 1,296 Miles)

1st DAY —
SAN FRANCISCO to LAKE TAHOE.....196

Follow Route 40 to Sacramento, with a stop there to see the State Capitol Building and grounds and a visit to Sutter's Fort and the fine Days of '49 Museum, and then on Route 50 to Lake Tahoe through Placerville and over Echo Pass. If you have the time make the short side trip to Echo Lake, near the summit. You will probably not get to Tahoe in time to do much sight-seeing so I suggest you stay near the southern end of the Lake for the night.

2nd DAY — LAKE TAHOE to RENO..... 80

As you will have all day in this area, see it all. You will see most of the Lake by going north along the west shore then around the north end to the Carson City road on the east side of the Lake, down the grade and to Carson City. In order to visit Virginia City, leave Carson City on Route 50 east to the Virginia City road, then left to and through Virginia City and then on to the Reno road and into Reno. You will have a busy evening in Reno even if you visit only half of the "silver dollar palaces" that dominate the City's main street.

3rd DAY —
RENO to LASSEN VOLCANIC
NATIONAL PARK 184

There are two routes but the fastest and best road is via Route 395 to Susanville, then Route 36 west through Chester and to the junction with Route 89 west of town, and then 89 into and through Lassen. You will want to make stops at the Bumpas Hell area in the Park, and at Lake Helen which lies on the south slopes of Mt. Lassen, and then over the Pass and on to Manzanita Lake, in the northern part of the Park, for the night. (The Pass through the Park is closed in winter).

4th DAY —
LASSEN TO CRATER LAKE
NATIONAL PARK 258

You can leave the Park either of two ways. If you wish to visit Shasta Dam, take Route 44 to Redding, and north on Route 99 to the side road to Shasta Dam, and then north on Route 99 to Weed. The other route is Route 89 north from the Park past Burney Falls and to Route 99 west of McCloud. From Weed you follow Route 97 through Klamath Falls to Fort Klamath, 37 miles beyond, and then left to Annie Spring and the short drive up to the rim of Crater Lake. Stay at the Lake over night. If you get to the Lake in time, make at least a portion of the Rim Drive today, as you won't have time the day following for much extra sight-seeing at Crater.

5th DAY —
CRATER LAKE to CRESCENT CITY.....204

This day's drive doesn't cover so many miles but much of the road is slow going. But if you make better time than I suspect, I suggest you make the side trip to Oregon Caves (20 miles off the main road), but do not attempt it unless you get to Cave Junction by two o'clock, as trips through the Caves take considerable time and you will have to wait for one of the escorted trips. From Crater Lake go to Medford via Route 62, then Route 99 to the edge of Grants Pass, and then left on Route 199 to Crescent City.

6th DAY —
CRESCENT CITY to GARBERVILLE.....160

You could hardly make it to San Francisco in one day from Crescent City so why not take it leisurely and make frequent stops at the Redwood groves between Crescent City and Garberville? Little side roads lead to some of the better areas and as you will have the time, make as many of them as your interest in the subject prompts.

7th DAY —
GARBERVILLE to SAN FRANCISCO.....214

Follow Route 101 all the way. There are many interesting spots along the road but even with stops along the way this will be an easy day's drive.

Day-by-Day Schedule for the three Short Trips from

PORTLAND

(Read the main text, in each State section, for maps, pictures and descriptions of attractions you will see on each of the routes suggested)

SOLID LINE ROUTE (10 Days, 1,745 Miles)

MILES

1st DAY — PORTLAND to LA GRANDE....276

Assuming you are a resident of the Portland area, you are familiar with this road at least as far as the Dalles, but you may not know about the beautiful country between Pendleton and La Grande — up the Pendleton grade and over Deadman's Pass on the Old Oregon Trail and the Blue Mountain area you pass through as you approach La Grande. Follow Route 30 all the way.

2nd DAY —
LA GRANDE to THE WALLOWAS..... 77

It seems that all too few residents of Oregon know what a wonderful area they have in the Wallowa Mountains. Because I am so sure you will be fascinated with what this region offers that I have provided most of two days here, on this schedule. From the Lodge area at Wallowa Lake you can hike or horseback to high mountain lakes and over trails that lead through some of the finest country in the Northwest. Route 82, from the eastern edge of La Grande.

3rd DAY — At THE WALLOWAS

(See main text, Oregon section, for complete details)

4th DAY —
THE WALLOWAS to WEISER, IDAHO.....196

This is an easy drive of about five hours, so you will have the morning at Wallowa Lake, if you wish. There is nothing along the road of any importance and nothing to see around Weiser. I am suggesting that you stop here because accommodations north of there are not too good. Route 82 back to La Grande and then Route 30 to Weiser.

5th DAY —
WEISER to LEWISTON, IDAHO.....249

It will take most of the day to make this drive as you will want to stop at the Salmon River Canyon and probably at more than one spot along the road between Riggins and Grangeville as you go over the White Bird grade. If you care to take an extra hour or two I think you will enjoy the 12 mile side trip from New Meadows to Payette Lake, to the east. All of this day's drive is through very interesting country and you should count on taking it rather leisurely. Follow Route 95 all the way.

6th DAY —
LEWISTON to COUER D'ALENE
to COULEE DAM.....250

Follow Route 95 from Lewiston through Moscow to the town of Couer d'Alene and then 10 miles east to the Lake and back to town, then Route 10 to Spokane and Route 10 Alternate from Spokane to Wilbur and Route 4C from Wilbur to Coulee Dam. You should get to Coulee Dam by four o'clock, in time for the last lecture and tour through the powerhouse. Accommodations are not too good around Coulee, and many people prefer to stay at Mason City, across the River.

7th DAY — COULEE DAM to YAKIMA.....218

If you want to see additional country and do not mind adding an extra 50 miles or so to this day's drive, I suggest you go from Mason City to Omak over Route 10A through Nespelem, then down the Okanogan River and the Columbia (below Brewster) on Route 97 past Lake Chelan and on to the junction with Route 2 four miles north of Wenatchee. This is a beautiful drive. The mileage given for this day's route is the shorter and more direct one from Coulee Dam back to Route 10 (Alternate) near Coulee City (over Route 2F) then on to Wenatchee. From there follow Route 2 to Peshastin, Route 97 to Teanaway, then left to Ellensburg and Yakima. If you take this later route, stop at Dry Falls State Park, just a mile off the road where Route 2F joins the road to Wenatchee.

8th DAY —
YAKIMA to MT. RAINIER
NATIONAL PARK 211

This is not a hard drive and it allows for several stops. After you cross the Chinook Pass (and you will want to stop at the Pass) keep to the right to the Park entrance and go into the Yakima Park area, on the east slopes of Mt. Rainier. Backtrack to the main highway and turn right and follow Route 5 all the way into the Park at the Nisqually River entrance. This route will take you through Ohanapecosh Hot Springs, Morton, Elbe and from there east to the Park. You leave Yakima by Route 410 and through wonderful country all the way to Chinook Pass.

9th DAY —
MT. RAINIER to MT. ST. HELENS.....158

From Mt. Rainier follow the road you came in, to Elbe, then south to Morton, then Route 51 to Rifle, where you are back on Route 5 regular, and that to its junction with Route 99 at Mary's Corner. Then south to Toledo where you turn onto Route 1Q toward Spirit Lake and Mt. St. Helens. This road runs into Route 1R; follow 1R to its end at the Lake.

10th DAY —
MT. ST. HELENS to PORTLAND.....110

Follow the Route you came in except at the junction of Routes 1Q and 1R you keep to the left to the later's junction with Route 99 just north of Castle Rock, and then on 99 into Portland.

DASH-DOT ROUTE (9 Days, 1,443 Miles)

MILES

1st DAY — PORTLAND to SEASIDE.....126

You can take the shorter route (Route 2) through Hillsboro and Forest Grove but if you enjoy the drive to Astoria as much as I do you will go the longer way around, following Route 30 along the Columbia and then down to Seaside from Astoria.

2nd DAY — SEASIDE to FLORENCE.....175

If the weather is favorable this is a fine drive, with numerous scenic spots along the way at which you will want to stop — Boiler Bay, Cape Foulweather, Devil's Punch Bowl, Otter Rock, and many more. The Route is 101 all the way.

3rd DAY —
FLORENCE to CRESCENT CITY, CALIF. 212

If you are not familiar with this part of the Oregon Coast it will be somewhat of a surprise as the character of the country and the beaches is sufficiently different from those farther north to make this day's drive especially interesting. Route 101 all the way.

4th DAY —
CRESCENT CITY to MEDFORD.....158

This day's schedule provides for the side trip to Oregon Caves. If you do not care to see them, you can get to Crater Lake (rather than stop at Medford) to give you more time there than has been allowed. Follow Route 199 to Cave Junction, then right the 20 miles to Oregon Caves, back out to 199 and on to Grants Pass, and right again onto Route 99, to Medford.

5th DAY — MEDFORD to CRATER LAKE.... 76

Assuming you stopped at Oregon Caves, and Medford for the night, you will still have all the time you want at Crater Lake unless you are bent on doing some fishing. Take the Rim Drive around the Lake, and stay at the Lake for the night. Route 62 from Medford to Crater.

6th DAY — CRATER LAKE to BEND.....108

Leave Crater Lake by the Rim Drive along the west shore, to Diamond Lake Junction, and if you wish to get a better look at Mt. Thielsen and Diamond Lake, make the seven mile side trip in and then back to Route 230, east to Route 97, and then north to Bend. You can leave Crater by noon and make it to Bend easily, even with the stop at Diamond Lake.

7th DAY —
BEND to ELK LAKE to BEND.....100

If you don't mind getting off paved roads, this will be a most delightful trip. From Bend there is a circle route (called "Century Drive" because of its 100 miles) that goes around Elk Lake, Todd Lake, South Sister mountain and Mt. Batchelor. Going clockwise you go south from Bend on Route 97 for about 12 miles then to the right; signs will keep you on the road to Elk Lake and back into Bend. This route gets you back into some of the best of the Oregon Cascade region, on the east slopes. Make local inquiry in Bend about the road for it is not open until winter snows melt.

MILES

8th DAY — BEND to PENDLETON.....271

You may say this is a roundabout way to get back to Portland but this day's drive takes you through country well worth seeing. Go north from Bend on Route 97 to Redmond, then east on Route 28 through the Ochoco Mountains and to Mt. Vernon and the junction with Route 395, and then north on 395 to Pendleton. Along this route are two short side trips — one to the Red Hills north of Mitchell and the other to the John Day Fossil Beds and Picture Gorge. To reach the later, go a few miles north on Route 19 (32 miles east of Mitchell).

9th DAY — PENDLETON to PORTLAND....217

As this is through country with which you are familiar you can make your own choice as to what you wish to stop for, if anything. Route 30 all the way.

DOTTED ROUTE (9 Days, 1,225 Miles)

1st DAY —
PORTLAND to MT. ST. HELENS.....110

Follow Route 99 to Castle Rock and then east on Route 1R from the junction just north of town. You will have a half day for fishing, hiking or boating on Spirit Lake. Stay at the Lake over night.

2nd DAY —
MT. ST. HELENS to MT. RAINIER
NATIONAL PARK 158

If you want more time at Mt. Rainier, leave early as this is not all fast road. In going back to Route 99 you can turn right on Route 1Q, to Toledo (although part gravel) which will save some time over going into Castle Rock. Follow Route 99 north to Mary's Corner and then east on Route 5 to Rifle, Morton, Elbe and then right into the Park.

3rd DAY — MT. RAINIER to SEATTLE.....223

You will surely want to see as much of Mt. Rainier as possible so go around to the Yakima Park side rather than the shorter route to Seattle by way of Tacoma. Backtrack to Elbe and Morton, then east on Route 5 through Ohanapecosh to Route 410 near Chinook Pass. Before you continue to the Park entrance turn right on Route 410 to Chinook Pass for the view of Mt. Rainier across charming little Tipsoo Lake. Then back down the grade to the Park entrance and into Yakima Park and the east slopes of Mt. Rainier. After you stop here backtrack to the main road and left on 410 to Auburn through Enumclaw, and then north to Renton and Seattle or continue on west from Auburn to junction with Route 99 and then north, as you prefer.

4th DAY — SEATTLE to MT. BAKER.....148

The Mt. Baker area is some of the finest, easily accessible mountain scenery in the northwest, and should not be missed. Follow Route 99 to Bellingham, taking the old road from Mt. Vernon to Bellingham, along Chuckanut Drive. This is not as good road as the new one inland, but much more scenic. From Bellingham follow Route 1 to Mt. Baker and Mt. Shuksan.

MILES

5th DAY — MT. BAKER to VANCOUVER....126

This schedule provides a part of the day before and the forenoon of this day in the Mt. Baker area, which will be none too much. You do not need to return all the way to Bellingham as Route 1A, from near Lawrence, will get you back to Route 99 with a saving of several miles. Follow Route 99 to Vancouver (through Blaine and the Customs). After you cross the bridge over the Fraser River at New Westminster, take the road to the left as most of the auto courts are on this road, if you prefer such accommodations. You should have time for a drive through Stanley Park in Vancouver and perhaps some of the communities nearby.

6th DAY — VANCOUVER to VICTORIA..... 78

To give you a maximum of time at Victoria I suggest that you leave Vancouver as early in the morning as you can get a ferry across to Nanaimo and then drive down the Island to Victoria. This early start is especially important since the ferry to Port Angeles leaves Victoria before the middle of the forenoon, leaving you no time for further sight-seeing at Victoria tomorrow.

7th DAY — VICTORIA to LAKE CRESCENT.. 20

Be sure to check ferry schedules even though they have been about the same for years (and only one a day to Port Angeles) but such things do change on short notice. As there is no point in staying around Port Angeles I am suggesting that you drive to Lake Crescent (accommodations at resorts along the Lake) and spend the rest of the day there and on the few side trips that can be made by car. The two principal side trips, into the Olympic National Park, are to Olympic Hot Springs and Soleduck Hot Springs — the first is reached from a road up the Elwha River (about 9 miles west of Port Angeles), the Soleduck road turns off 101 about 5 miles west of Lake Crescent. Follow Route 101 from Port Angeles to Lake Crescent.

8th DAY —
LAKE CRESCENT to LAKE QUINAULT.....126

As you can make this drive in less than four hours you will have a half day at Lake Crescent, or for the short trip to Agate Beach, to the north, or even to Cape Flattery, if you get started early in the morning. This later drive, along the Straits of Juan de Fuca to Neah Bay is well worth the time it will require.

9th DAY —
LAKE QUINAULT to PORTLAND.....236

Unless you want to spend a day or so at Lake Quinault I suggest you get an early start so you can take time for the short side trip to Long Beach and the justly famous stretch of sand beach that extends for miles. Then back to Route 101 and to Megler and the ferry across to Astoria unless you want to return to Portland on the north side of the Columbia, in which case you turn left onto Route 830 just before you get to Mill Ranch, following 830 to Kelso and then Route 99 into Portland.

Day-by-Day Schedule for the three Short Trips from

SEATTLE

(Read the main text, in each State section, for maps, pictures and descriptions of attractions you will see on each of the routes suggested)

SOLID LINE ROUTE (13 Days, 2,482 Miles)

MILES

1st DAY —
SEATTLE to MT. RAINIER NATIONAL PARK 104

Follow Route 99 to Tacoma and then Route 5 to the Park, unless you are familiar with some of the back roads that save a few miles. Get to Mt. Rainier as early in the day as possible as you will have none too much time there.

2nd DAY — MT. RAINIER to YAKIMA.....211

If you want to see the Yakima Park side of Mt. Rainier at its best, leave the Paradise side early so there will still be morning sun on the east slopes by the time you get to Yakima Park. Follow Route 5 back to Elbe, then south to Morton, then east to and through Randle and Ohanapecosh to Route 410, then a short distance north to the Park entrance. In to Yakima Park, then back to Route 410 and turn toward Chinook Pass and Yakima. This is a fine drive all the way to Yakima, through very beautiful country.

3rd DAY —
YAKIMA to COUER D'ALENE, IDAHO.....252

Follow Route 410 to Pasco then northeast on Route 395 to Spokane, and east from Spokane on Route 10 to the town of Couer d'Alene for the night.

4th DAY —
COUER D'ALENE to KALISPELL.....280

Leave Couer d'Alene by Route 10 east, past picturesque Lake Couer d'Alene, about 10 miles east of town, and on through Kellogg and Wallace to the junction with Route 93, about nine miles north of Missoula. You may want to make the little side trip south of the highway near Cataldo to the old Cataldo Mission, only two or three miles off the route. From the junction of Routes 10 and 93 go north on 93 past Flathead Lake to Kalispell, for the night.

5th DAY —
KALISPELL to GLACIER PARK STATION....118

This is not a long drive but much of it is slow going and you will want to make many stops — at Lake McDonald before you start up the grade to Logan Pass (in the Park) and certainly for an extended stop at Logan Pass. Follow Route 2 from Kalispell to Belton and there take the left hand road into the Park, not the right hand that goes around through Nyack, Essex, Blacktail and Summit, as that misses the one trip you can make across Glacier Park. I am suggesting that you go on south from St. Mary Lake to Glacier Park Station for the night so you can see the Two Medicine area in the morning. From St. Mary Lake follow Route 89 to Glacier Park Station.

6th DAY — MILES
GLACIER to WATERTON LAKES NATIONAL PARK 110

From Glacier Park Station return north to the side road into Two Medicine Lake, then back to main road and on north to the side road into Many Glacier area. You saw the Logan Pass road area yesterday. From Many Glaciers back to main road and north from Babb to Chief Mountain Custom Stations, and follow the road on into Waterton Lakes. If you can make it to Waterton Lakes by the middle of the afternoon you may want to take the boat ride that gets you into the heart of the Rockies in this area.

7th DAY —
WATERTON LAKES to LAKE LOUISE.....305

This is a rather strenuous day's drive as Canadian roads are not all as good as most of the U. S. highways. Go from Waterton to Pincher over Route 6, then east on Route 3 to MacLeod, and north from there to Calgary on Route 2 and then west out of Calgary on Route 1 to the town of Banff and on to Lake Louise. Don't be disappointed in Lake Louise by afternoon light — it is best in early morning.

8th DAY — LAKE LOUISE to JASPER.....149

This is a fine drive over fair road, but you will have time for many stops along the way, including the short side trip to the Columbia Ice Fields. You can hardly miss the road — you cross the railroad just east of Lake Louise Station and then generally north to Jasper on what is Route 1A, if you can find a marker.

9th DAY — JASPER to LAKE LOUISE.....149

This return trip, over the same route, will not be as much duplication as you think as you will be seeing the mountains and glaciers from a different angle and under different light conditions, which often make such scenes look like something you haven't seen before. Stay in the Lake Louise area in order to get another early morning view of the Lake and the equally impressive Victoria Glacier.

10th DAY —
LAKE LOUISE to CRANBROOK.....192

Back south along the Banff road to Castle Junction then turn right across the railroad tracks onto Route 1B on what the natives call the Banff-Windemere highway. Once you get on the right road you cannot get off it until you get to Radium Hot Springs, if I remember correctly. This stretch of the road is not very good and is slow going, although perfectly safe. From Radium Hot Springs follow Route 4 all the way to Cranbrook. From Castle Junction to Radium Hot Springs you travel over the Continental Divide into and through Kootenay National Park, much of the time following the Kootenay River. Stay at Cranbrook for the night as there are no good accommodations until you get well into Idaho, 75 or more miles beyond.

MILES

11th DAY — CRANBROOK to SPOKANE....221

Follow Route 3 from Cranbrook to Kingsgate and the Customs Stations and then on to Addie, Idaho, then west to Route 95 and south to Sandpoint. The more interesting route to Spokane from Sandpoint is Route 10 Alternate, through Newport.

12th DAY —
SPOKANE to COULEE DAM to OMAK to CHELAN 199

Get started early as you will want to spend some time at Coulee Dam. Go west from Spokane on Route 10 Alternate to Wilbur, then Route 4C to Coulee Dam. This day's route contemplates giving you a look at Lake Chelan, and I suggest you go from Mason City (across the River from Coulee Dam) through Nespelem to Omak and then south on Route 97 to Chelan. If you do not wish to make this rather roundabout trip, return to Alternate 10 from Coulee by way of Route 2F, then on west to Wenatchee for the night. If you go this later route, stop at Dry Falls State Park, only a mile from the junction of 2F and 10 Alternate.

13th DAY —
CHELAN to EVERETT to SEATTLE.....192

If you followed my suggestion about going by way of Lake Chelan go south from Chelan on Route 97 to the junction with Route 2 north of Wenatchee, then west on Route 2 to Peshastin, and then Route 10 Alternate over the Stevens Pass to Everett, and then south on Route 99 to Seattle. If you stayed in Wenatchee, follow Route 2 and Alternate 10 as just suggested.

DASH-DOT ROUTE (9 Days, 1,610 Miles)

1st DAY —
SEATTLE to MT. ST. HELENS.....158

Follow Route 99 through Tacoma and Olympia to Toledo then turn left on Route 1Q and follow to its junction with Route 1R and then on east to Spirit Lake and Mt. St. Helens.

2nd DAY —
MT. ST. HELENS to THE DALLES.....202

Follow Route 1R all the way back to Castle Rock, then south on Route 99 to Portland. Unless you have reason to go into town take the left turn just beyond the Columbia River bridge down the River east to the Parkrose junction with Route 30. You will want to make stops at Crown Point for a view of the Columbia River Gorge, and certainly for a look around Bonneville Dam. This Columbia River Highway is rather slow going and you may not make it to the Dalles, with the stops I have suggested, but the next day's drive is over faster road and you can afford to stop for the night short of the Dalles if time runs out.

3rd DAY —
THE DALLES to THE WALLOWAS.....258

The only stops you will be prompted to make will be at Celilo Falls, especially if the Indians are fishing, and you may want to have a look from the Pendleton grade, east of town. You travel through beautiful country from Pendleton all the way to The Wallowas, over Deadman's Pass on the old Oregon Trail and through the Blue Mountains, and the valley, streams and mountain background, as you approach Wallowa Lake, make an impressive sight. Follow Route 30 to La Grande, and at the east edge of town turn left onto Route 82 to Wallowa Lake where there are excellent accommodations. (See "Wallowas" in the Oregon section.)

4th DAY —
THE WALLOWAS to WEISER, IDAHO.....196

This is an easy five hour drive so you can have the morning at the Wallowas if you wish. There is nothing of any importance along the road and nothing special around Weiser, but I am suggesting that you stop there for the night because accommodations north of there are not too good. Route 82 back to La Grande and then Route 30 to Weiser.

5th DAY — WEISER to LEWISTON.....249

It will take most of the day to make this drive as you will want to stop at the Salmon River Canyon and probably at more than one spot along the road between White Bird and Grangeville as you go over the White Bird grade. If you care to take an extra hour or so I think you will enjoy the 12 mile side trip from New Meadows to Payette Lake, to the east. All of this day's drive is through very interesting country and you should count on taking it rather leisurely. Follow Route 95 all the way.

6th DAY — LEWISTON to YAKIMA.....231

Follow Route 410 all the way, through Walla Walla and Pasco. The drive along the Snake River west of Lewiston is very pleasant and near Pasco you will see the junction of the Snake River and the Columbia. Do not expect anything spectacular as I did on my first visit, for I had previously seen the Snake along most of its course from its headwaters in the Jackson Hole country of Wyoming. After having viewed the Snake River Canyon around Hat Point, where it is a thousand feet deeper than Grand Canyon, it was quite a letdown to find a placid stream with banks only a few feet above water level.

7th DAY —
YAKIMA to MT. RAINIER NATIONAL PARK 211

This is not a hard drive and it allows for several stops. After you cross the Chinook Pass (and you will want to stop at the Pass for the view of Mt. Rainier across charming little Tipsoo Lake) keep to the right to the Park entrance and go into the Yakima Park area, on the east slopes of Mt. Rainier. Then backtrack to the main highway and turn right and follow Route 5 all the way into the Park at the Nisqually River entrance. This route will take you through Ohanapecosh Hot Springs, Morton, Elbe and from there east to the Park. You leave Yakima by Route 410, through wonderful country all the way to Chinook Pass.

8th DAY — At MT. RAINIER NATIONAL PARK

(See main text, Washington section, for map, pictures and details about Mt. Rainier)

9th DAY — MT. RAINIER to SEATTLE.....105

Unless you are familiar with the back roads, I suggest you follow Route 5 to Tacoma and then Route 99 to Seattle. Unless you are in a hurry to get home you can spend the morning at Mt. Rainier.

DOTTED ROUTE (9 Days, 983 Miles)

MILES

1st DAY — SEATTLE to MT. BAKER.....148

The Mt. Baker area is some of the finest, easily accessible mountain scenery in the northwest, and should not be missed. Follow Route 99 to Bellingham, taking the old road from Mt. Vernon to Bellingham, along Chuckanut Drive. This is not as good road as the new one inland, but much more scenic. From Bellingham follow Route 1 to Mt. Baker and Mt. Shuksan.

2nd DAY — MT. BAKER to VANCOUVER....126

This schedule provides a part of the day before and the forenoon of this day in the Mt. Baker area, which will be none too much. You do not need to return all the way to Bellingham as Route 1A, from near Lawrence, will get you back to Route 99 with a saving of several miles. Follow Route 99 to Vancouver (through Blaine and the Customs). After you cross the bridge over the Fraser River at New Westminster, take the road to the left as most of the auto courts are on this road, if you prefer such accommodations. You should have time for a drive through Stanley Park in Vancouver and perhaps some of the nearby communities.

3rd DAY — VANCOUVER to VICTORIA..... 78

To give you a maximum of time at Victoria I suggest that you leave Vancouver as early in the morning as you can get a ferry across to Nanaimo and then drive down the Island to Victoria. This early start is especially important since the ferry to Port Angeles (next day) leaves Victoria before the middle of the fornoon, leaving you no time for further sight-seeing at Victoria tomorrow.

4th DAY —
VICTORIA to LAKE CRESCENT
(Olympic National Park)..... 20

Be sure to check ferry schedules even though they have been about the same for years (and only one a day to Port Angeles) but such things do change on short notice. As there is no point in staying around Port Angeles I am suggesting that you drive to Lake Crescent (accommodations at resorts along the Lake) and spend the rest of the day there and on the few side trips that can be made in the Olympic National Park by car. The two principal ones are to Olympic and Soleduck Hot Springs. The first is reached by a road that turns south about 9 miles west of Port Angeles, the Soleduck road turns off the main highway a few miles west of Lake Crescent. Follow Route 101 from Port Angeles west.

5th DAY —
LAKE CRESCENT to LAKE QUINAULT.....126

As you can make this drive in less than four hours you will have a half day at Lake Crescent, or for the short trip to Agate Beach, to the north, or even to Cape Flattery and Neah Bay, if you get an early start. This later drive along the Straits of Juan de Fuca is well worth the time it will require. Stay at Lake Quinault for the night.

6th DAY —
LAKE QUINAULT to SEASIDE, OREGON....128

Unless you have some reason for extending your stay at Lake Quinault get an early start so you can make the short side trip to Long Beach and the justly famous stretch of sand beach that extends for miles. Then back to Route 101 and to Megler and the ferry across to Astoria. If you do no other sight-seeing at Astoria be sure to drive up the hill to the Astor Column for the fine view over the surrounding country. Continue from Astoria south on Route 101 to Seaside, or on to Cannon Beach, if you prefer.

7th DAY — SEASIDE to PORTLAND..... 88

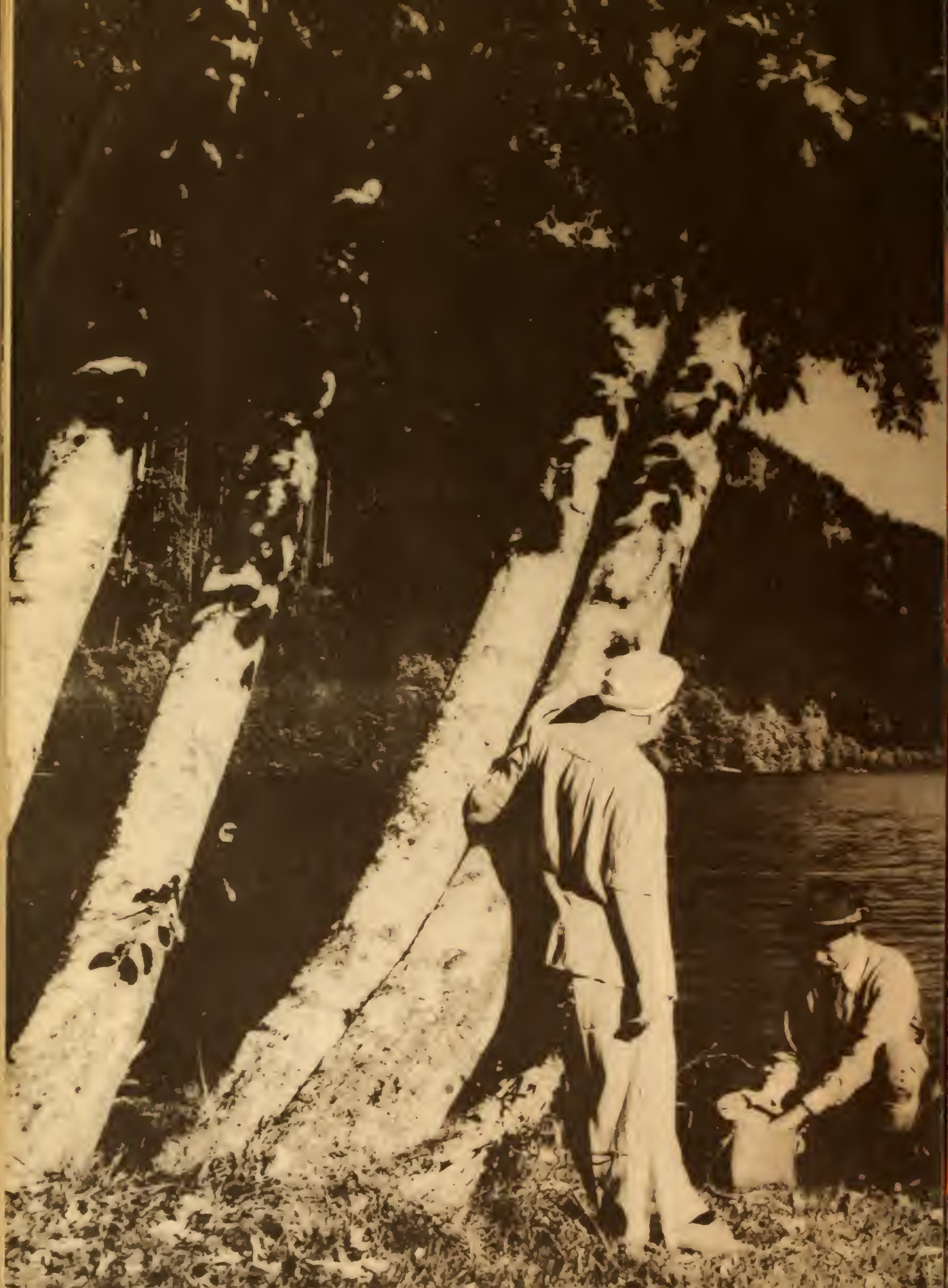
This mileage is the short route to Portland via Route 2 through Forest Grove and Hillsboro, but it is an inland route. If you prefer to go down the Columbia River to Portland return to Astoria and then Route 30 east all the way. This later is much more scenic, but you may be familiar with it and would like to travel a new route.

8th DAY —
PORTLAND to MT. ST. HELENS.....110

North out of Portland on Route 99 to Castle Rock, then east on Route 1R to Spirit Lake and Mt. St. Helens. You will have a half day for fishing, boating or hiking, as the mood strikes you. Or you may want to drive up the mountainside, but better inquire at the Spirit Lake Ranger Station about the condition of the road.

9th DAY —
MT. ST. HELENS to SEATTLE.....159

This Dotted Route presupposes you have been to Mt. Rainier, but if you haven't, by all means take the time for the trip while you are so close by. Whether you go to Mt. Rainier or not, backtrack from Spirit Lake over Route 1R to its junction with Route 1Q and then to the right to Toledo. This will save several miles over going back to Castle Rock. Then north on Route 99 through Olympia and Tacoma, if you skip Mt. Rainier. If you go to Mt. Rainier, turn off Route 99 at Mary's Corner, onto Route 5, through Morton to Elbe and then right into the Park. Stay in the Paradise Valley area for the night. The next day (which would be the 10th or extra day on this schedule) folow Route 5 back through Elbe to Morton, then east on Route 5 through Ohanapecosh Hot Springs to Route 410. Before you go on to the Yakima Park entrance of the Park turn right off Route 5 on Route 410 for the short drive to Chinook Pass and the marvelous view of Mt. Rainier across Tipsoo Lake. Then backtrack to the Park entrance, into the Yakima Park area, back to the main highway and north on Route 410 to Auburn, through Enumclaw and on west to Route 99 and north to Seattle, or from Enumclaw to Renton and then home.



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SELECTOR MAP

The Best of the SCENIC WEST

Key to Principal Points of interest in each State

ARIZONA

1 CANYON DE CHELLY NAT'L MONUMENT
2 CASA GRANDE NATIONAL MONUMENT
3 CHIRICAHUA NATIONAL MONUMENT
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5 MONTEZUMA CASTLE NAT'L MONUMENT
6 MONUMENT VALLEY
7 NAVAJO BRIDGE
8 NAVAJO NATIONAL MONUMENT
9 OAK CREEK CANYON
10 ORGAN PIPE CACTUS NAT'L MONUMENT
11 PAINTED DESERT
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14 SAGUARO NATIONAL MONUMENT
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16 SUNSET CRATER NATIONAL MONUMENT
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23 BIG BASIN—SANTA CRUZ BIG TREES
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28 DONNER PASS—HIGH SIERRAS
29 JOSHUA TREE NATIONAL MONUMENT
30 KINGS CANYON NATIONAL PARK
31 LASSEN VOLCANIC NATIONAL PARK
32 LAVA BEDS NATIONAL MONUMENT
33 MONTEREY—CARMEL
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35 MT. WHITNEY
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38 PINNACLES NATIONAL MONUMENT
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43 SEQUOIA NATIONAL PARK
44 SHASTA DAM
45 YOSEMITE NATIONAL PARK
46 YUMA SANDS

COLORADO

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48 COLORADO NATIONAL MONUMENT
49 COLORADO SPRINGS
50 GRAND LAKE
51 GREAT SAND DUNES NAT'L MONUMENT
52 HOLY CROSS NATIONAL MONUMENT
53 HOVENWEEP NATIONAL MONUMENT
54 MESA VERDE NATIONAL PARK
55 ROCKY MOUNTAIN NATIONAL PARK
56 ROYAL GORGE
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NEW MEXICO

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112 CAPE FLATTERY
113 DRY FALLS STATE PARK
114 FIDALGO ISLAND (San Juans)
115 GRAND COULEE DAM
116 MOUNT ADAMS
117 MOUNT BAKER
118 MT. RAINIER NATIONAL PARK
119 MOUNT ST. HELENS
120 OLYMPIC NATIONAL PARK
121 WHITMAN NATIONAL MONUMENT

WYOMING

122 DEVIL'S TOWER NATIONAL MONUMENT
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124 GRAND TETON NATIONAL PARK
125 SHOSHONE CANYON AND DAM
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128 JASPER NATIONAL PARK
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130 VANCOUVER
131 VICTORIA
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133 YOHO NATIONAL PARK

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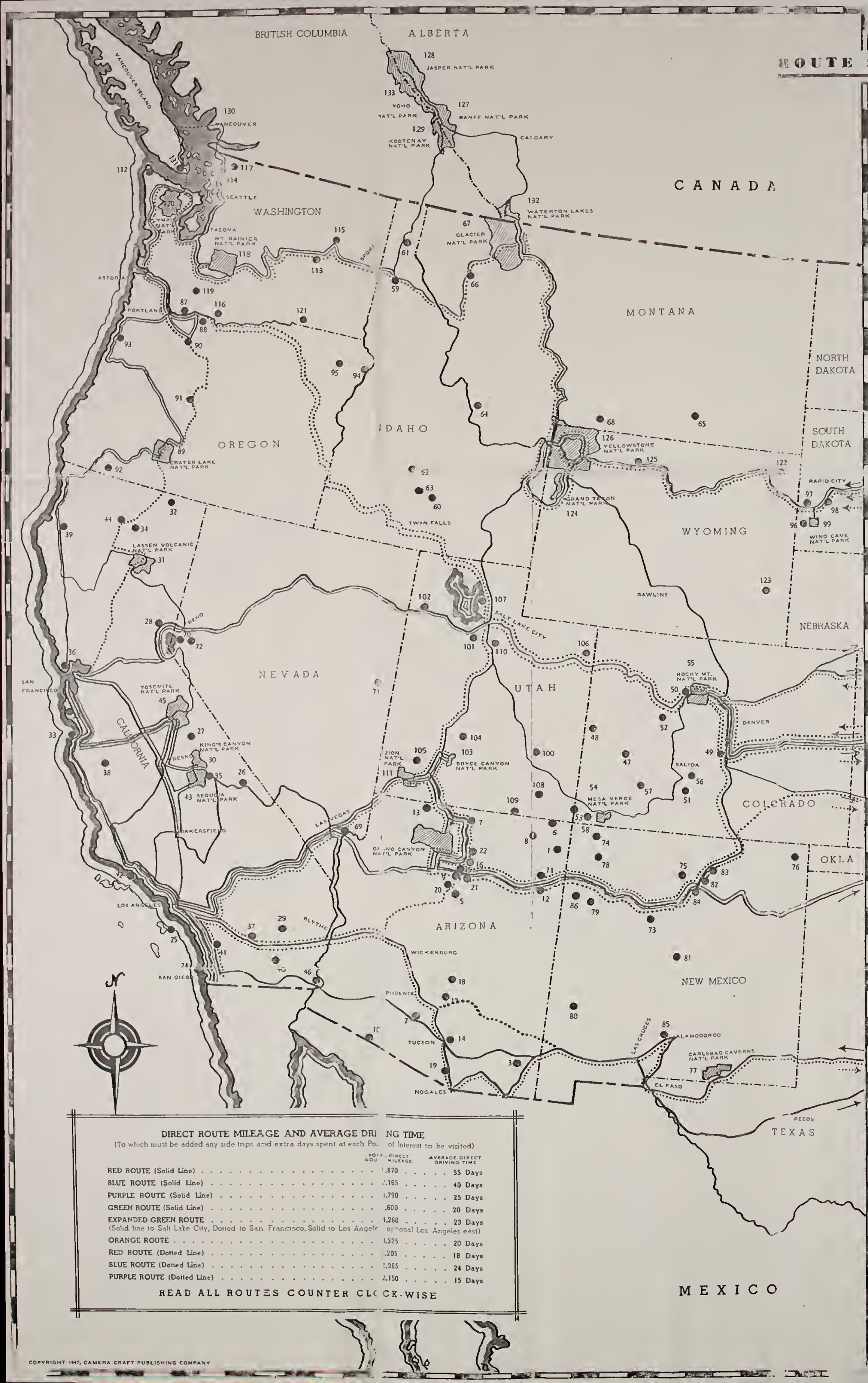
ROUTE SELECTOR MAP



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28 DONNER PASS—HIGH SIERRAS
29 JOSHUA TREE NATIONAL MONUMENT
30 KING'S CANYON NATIONAL PARK
31 LASSEN VOLCANIC NATIONAL PARK
32 LAVA BEDS NATIONAL MONUMENT
33 MONTEREY—CARMEL
34 MT. SHASTA
35 MT. WHITNEY
36 MUIR WOODS NATIONAL MONUMENT
37 PALM SPRINGS
38 PINNACLES NATIONAL MONUMENT
39 REDWOODS
40 SALTON SEA
41 SAN JUAN CAPISTRANO
42 SANTA BARBARA
43 SEQUOIA NATIONAL PARK
44 SHASTA DAM
45 YOSEMITE NATIONAL PARK
46 YUMA SANDS

COLORADO

47 BLACK CANYON OF THE GUNNISON N. M.
48 COLORADO NATIONAL MONUMENT
49 COLORADO SPRINGS
50 GRAND LAKE
51 GREAT SAND DUNES NAT'L MONUMENT
52 HOLY CROSS NATIONAL MONUMENT
53 HOVENWEEP NATIONAL MONUMENT
54 MESA VERDE NATIONAL PARK
55 ROCKY MOUNTAIN NATIONAL PARK
56 ROYAL GORGE
57 WHEELER NATIONAL MONUMENT
58 YUCCA HOUSE NATIONAL MONUMENT

IDAHO

59 COUER D'ALENE LAKE
60 CRATERS OF THE MOON NAT'L MONUMENT
61 PEND OREILLE LAKE
62 SAWTOOTH MOUNTAINS
63 SUN VALLEY

MONTANA

64 BIG HOLE BATTLEFIELD NAT'L MONUMENT
65 CUSTER BATTLEFIELD NAT'L CEMETERY
66 FLATHEAD LAKE
67 GLACIER NATIONAL PARK
68 RED LODGE—BEARTOOTH MOUNTAINS

NEVADA

69 BOULDER DAM
70 LAKE TAHOE
71 LEHMAN CAVES NATIONAL MONUMENT
72 VIRGINIA CITY—GOLD HILL

NEW MEXICO

73 ACOMA INDIAN PUEBLO
74 AZTEC RUINS NATIONAL MONUMENT
75 BANDELIER NATIONAL MONUMENT
76 CAPULIN MOUNTAIN NAT'L MONUMENT
77 CARLSBAD CAVERNS NATIONAL PARK
78 CHACO CANYON NATIONAL MONUMENT
79 EL MORRO NATIONAL MONUMENT
80 GILA CLIFF DWELLINGS NAT'L MONUMENT
81 GRAN QUIVIRA NATIONAL MONUMENT
82 RIO GRANDE VALLEY
83 RIO GRANDE INDIAN PUEBLOS
84 SANTA FE
85 WHITE SANDS NATIONAL MONUMENT
86 ZUNI INDIAN PUEBLO

OREGON

87 BONNEVILLE DAM
88 COLUMBIA RIVER HIGHWAY
89 CRATER LAKE NATIONAL PARK
90 MT. HOOD
91 OREGON CASCADES
92 OREGON CAVES NATIONAL MONUMENT
93 OREGON COAST
94 SNAKE RIVER CANYON
95 WALLOWA MOUNTAINS

SOUTH DAKOTA

96 FOSSIL CYCAD NATIONAL MONUMENT
97 JEWEL CAVE NATIONAL MONUMENT
98 MT. RUSHMORE MEMORIAL
99 WIND CAVE NATIONAL PARK

UTAH

100 ARCHES NATIONAL MONUMENT
101 BINGHAM CANYON COPPER PIT
102 BONNEVILLE SALT FLATS
103 BRYCE CANYON NATIONAL PARK
104 CAPITOL REEF NATIONAL MONUMENT
105 CEDAR BREAKS NATIONAL MONUMENT
106 DINOSAUR NATIONAL MONUMENT
107 GREAT SALT LAKE
108 NATURAL BRIDGES NAT'L MONUMENT
109 RAINBOW BRIDGE NAT'L MONUMENT
110 TIMPANOGOS CAVE NAT'L MONUMENT
111 ZION NATIONAL PARK

WASHINGTON

112 CAPE FLATTERY
113 DRY FALLS STATE PARK
114 FIDALGO ISLAND (San Juans)
115 GRAND COULEE DAM
116 MOUNT ADAMS
117 MOUNT BAKER
118 MT. RAINIER NATIONAL PARK
119 MOUNT ST. HELENS
120 OLYMPIC NATIONAL PARK
121 WHITMAN NATIONAL MONUMENT

WYOMING

122 DEVIL'S TOWER NATIONAL MONUMENT
123 FORT LARAMIE NATIONAL MONUMENT
124 GRAND TETON NATIONAL PARK
125 SHOSHONE CANYON AND DAM
126 YELLOWSTONE NATIONAL PARK

CANADA

127 BANFF NATIONAL PARK
128 JASPER NATIONAL PARK
129 KOOTENAY NATIONAL PARK
130 VANCOUVER
131 VICTORIA
132 WATERTON LAKES NATIONAL PARK
133 YOHO NATIONAL PARK

DIRECT ROUTE MILEAGE AND AVERAGE DRIVING TIME

(To which must be added any side trips and extra days spent at each Point of Interest to be visited)

	TOTAL DIRECT ROUTE MILEAGE	AVERAGE DIRECT DRIVING TIME
RED ROUTE (Solid Line)	3,870	55 Days
BLUE ROUTE (Solid Line)	2,165	40 Days
PURPLE ROUTE (Solid Line)	1,790	25 Days
GREEN ROUTE (Solid Line)	1,600	20 Days
EXPANDED GREEN ROUTE (Solid line to Salt Lake City, Dotted to San Francisco, Solid to Los Angeles, optional Los Angeles east)	1,260	23 Days
ORANGE ROUTE	3,525	20 Days
RED ROUTE (Dotted Line)	1,205	18 Days
BLUE ROUTE (Dotted Line)	1,365	24 Days
PURPLE ROUTE (Dotted Line)	2,150	15 Days

READ ALL ROUTES COUNTER CLOCK-WISE

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